

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Ocean City Survey District Inventory Number: WO-412
Address: Bounded by Third and Somerset Streets and Baltimore Avenue Historic district: ☐ yes ☒ X no
City: Ocean City Zip Code: 21842 County: Worcester
USGS Quadrangle(s): Ocean City
Property Owner: Multiple Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: 110
Project: Bridge No. 2300700, US 50 over the Sinepuxent Bay Agency: SHA
Agency Prepared By: KCI Technologies, Inc.
Preparer's Name: Gail Walls Date Prepared: 9/30/2005
Documentation is presented in: MIHP No. WO-412
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ X Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no
Site visit by MHT Staff ☐ yes ☒ X no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Located between the Sinepuxent Bay and the Atlantic Ocean, the Ocean City Survey District is bounded by Baltimore Avenue on the east side and the Sinepuxent Bay on the west side. Third Street marks the northern boundary while Somerset Street is the southern limit of the study area. Comprised of dwellings, commercial and government buildings, the Ocean City Survey District is oriented on a north/south- west/east grid with avenues running north/south and streets oriented east/west. With very little street frontage, lots appear long and narrow with the buildings designed to fit into the limited space. No planning or development pattern seems apparent in the layout of the Ocean City Survey District, as dwellings are intermingled with commercial structures, and government and ecclesiastical buildings are located near transportation facilities. This organic growth appears to be the result of numerous natural and man-made disasters such as hurricanes and fires which disseminated the town several times.

The Ocean City Survey District is recommended not eligible for the National Register of Historic Places. Although Ocean City is associated with the development of ocean-side recreation and leisure-time activities, the Survey District has been severely altered. The Ocean City Survey District is not recommended eligible under Criterion A because the area no longer conveys its connection with its late nineteenth and early twentieth century recreational heritage. Several persons in the local area were important in the development of Ocean City; however, the Survey District does not reflect its association with any person significant in establishing

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒ X
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jim Tanleum ✓
Reviewer, Office of Preservation Services

B. Kuntz
Reviewer, National Register Program

6/28/06
Date

6/29/06
Date

200503698

the region and thus is not recommended eligible under Criterion B. The architecture of the Ocean City Survey District has been substantially altered throughout almost 110 years of use and its architectural integrity has been compromised, making the resource not eligible for the NRHP under Criterion C. Until archaeological investigations are conducted, it remains unclear as to whether any archaeological remains exist (Criterion D).

The Ocean City Survey District retains its original location and setting on an island off the eastern shore of Maryland. Ocean City still remains an ocean-side resort, although it does not retain the feeling of a late nineteenth or early twentieth century resort area. The resort still retains its association with the ocean-side recreational location. Because of modern development and natural and man-made disasters, the original design of the Ocean City Survey District no longer remains and the buildings no longer convey their original use and the integrity of materials and workmanship as many structures are obscured with modern materials. The Ocean City Survey District no longer conveys its nineteenth and early twentieth century recreational resort heritage.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. WO-412

1. Name of Property (indicate preferred name)

historic Ocean City Survey District
other

2. Location

street and number Bounded by Third & Somerset Streets and Baltimore Avenue & Sinepuxent Bay ___ not for publication
city, town Ocean City ___ vicinity
county Worcester

3. Owner of Property (give names and mailing addresses of all owners)

name Multiple
street and number Multiple telephone Multiple
city, town Ocean City state Maryland zip code 21842

4. Location of Legal Description

courthouse, registry of deeds, etc. Worcester County Tax Assessor's Office liber multiple folio multiple
city, town Snow Hill tax map multiple tax parcel multiple tax ID number multiple

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input checked="" type="checkbox"/> defense	_____ buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	_____ sites
<input type="checkbox"/> object		<input type="checkbox"/> education	_____ structures
		<input type="checkbox"/> funerary	_____ objects
		<input checked="" type="checkbox"/> government	_____ Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input checked="" type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input checked="" type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input checked="" type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory _____

7. Description

Inventory No.

WO-412

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input checked="" type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Located between the Sinepuxent Bay and the Atlantic Ocean, the Ocean City Survey District is bounded by Baltimore Avenue on the east side and the Sinepuxent Bay on the west side. Third Street marks the northern boundary while Somerset Street is the southern limit of the study area. Comprised of dwellings, commercial and government buildings, the Ocean City Survey District is oriented on a north/south, west/east grid with avenues running north/south and streets oriented east/west. With very little street frontage, lots appear long and narrow with the buildings designed to fit into the limited space. No planning or development pattern seems apparent in the layout of the Ocean City Survey District, as dwellings are intermingled with commercial structures, and government and ecclesiastical buildings are located near transportation facilities. This organic growth appears to be the result of numerous natural and man-made disasters such as hurricanes and fires which decimated the town several times.

The Ocean City Survey District does not retain much of its historical layout. Hurricanes, fires, and new construction have altered the historic landscape of Ocean City. Built on a north/south, east/west axis, the commercial and tourist buildings appear to be located along Baltimore and Philadelphia Avenues, immediately west of the Boardwalk and the Atlantic Ocean, while early residential structures appear to be located further west toward the Sinepuxent Bay (Figures 1-4 of 48). The original town was located toward the southern end of the island, and as it became more populated, the community grew northward.

The Ocean City Survey District's Victorian structures include Gothic and Queen Anne inspired buildings which are now utilized as commercial structures. The two and a half-story frame Town Market building (WO-337), located on the east side of Baltimore Avenue between Talbot and Dorchester Streets, is constructed on a low masonry foundation and has an asymmetrical façade with a two story porch sheltering both floors (Figures 5-6 of 48) (# 108 on Figure 45). The first floor contains three recessed entrances and display windows which cater to the tourist industry. This Victorian building was built for commercial enterprises.

The Edwin L. Purnell Store (WO-336), located at the corner of Talbot Street and Baltimore Avenue, is distinguished by a steeply pitched hip roof covered in asbestos shingles (Figure 7 of 48). The two and a half story building rests on a minimal brick foundation. Also built in the Victorian style, fishscale shingles and original wood siding cover the exterior of the Purnell Store (#107 on Figure 45).

The Soprano's Pizza building on the corner of Baltimore Avenue and Caroline Street was once a commanding Queen Anne structure (# 122 on Figure 45) (Figure 8 of 48). The three-story, frame Queen Anne dwelling was originally constructed as a two-story cottage circa 1911, according to Sanborn Maps. Currently, the walls are clad in vinyl and wood shingle siding. Fish-scale pattern shingles still clad the cross gables. The multi-gable roof is covered with asphalt shingles pierced by a skylight on the main (east) elevation; the chimneys are constructed of clinker brick. A four-story turret is located on the south side of the building. The windows are primarily single and paired, double-hung sash. Large, single pane plate glass windows and an aluminum door pierce the first floor of the east elevation. A modern aluminum sign wraps around the north and east elevations. A large wood deck wraps around the north, south and east elevations. The building has undergone several additions and alterations with different modern materials being used at each stage creating an eclectic building.

The Victorian architectural gem of Baltimore Avenue is the Taylor House (WO-331), whose shingled turret and multi-light windows reflect the opulence of the late-nineteenth century (Figure 9-10 of 48). The Taylor House is a two and a half story frame building located on the northwest corner of Baltimore Avenue and Talbot Street. The Queen Anne style structure faces east toward the Atlantic Ocean. Constructed in 1905, this large, irregularly massed frame house is supported by a raised concrete block foundation and is sheathed in plain weatherboards and decorative fishscale shingles (# 120 on Figure 45).

By the late nineteenth and early twentieth centuries, Catholic, Presbyterian, and Episcopal churches all had a stake in the town and catered to its year round and resort population. The St. Mary's-by-the-Sea Catholic Church (WO-325), a single story frame Gothic Revival church, is located on Baltimore Avenue (Figure 11 of 48). Although it is now clad in wood shingles, it was originally clad in board and batten siding (# 119 on Figure 45). Constructed in 1878, the church has a steeply pitched front gable roof which is covered in asbestos shingles. The east (main) façade has a central gabled entrance flanked by stained glass lancet arch windows. A round oculus is centrally located above the vestibule and an enclosed tower is located on the northeast elevation.

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St. Paul's-by-the-Sea Episcopal Church (WO-326) is located at the intersection of North Baltimore Avenue and Third Street. The frame, single-story shingle clad church was built in 1900. The structure sits on a raised rusticated concrete block foundation and has a steeply pitched asphalt shingle roof (Figure 12 of 48). A two-story entrance and bell tower topped by a pyramidal spire is located on the southwest corner of the main block (# 91 on Figure 45).

By 1909, the Presbyterian Church gained prominence in Ocean City and was listed on the 1911 Sanborn Map. Now occupied by the Ocean City Baptist Church (WO-338), the building stands at the northwest corner of North Division Street and Baltimore Avenue (Figure 13 of 48). The rectangular frame building is situated on a rusticated concrete block foundation and is currently clad in aluminum siding, obscuring the original fish scale shingles. The east (main) elevation of the church has a protruding front gable vestibule and an asphalt shingle roof (# 124 on Figure 45).

In 1915 the current City Hall (WO-341) building was constructed as a training facility for teachers. Two years later it was sold to Worcester County as the first Ocean City High School. In 1968, the building was sold to the city and renovated into the current City Hall. The two-story brick building is built in the Neoclassical style with a copper dome (Figure 14 of 48). The two-story arched entrance has a wide entablature supported by two pilasters. The building has a denticulated cornice which accentuates the structure (# 87 on Figure 45).

After several disasters that included storms and fires, residents began constructing buildings to withstand the violent stormy weather with new materials including concrete block. As the Colonial Revival style began to permeate Ocean City, builders utilized these new materials in their design to construct durable structures. Built upon a raised foundation of concrete block or rusticated concrete, the frame portion of the structures was raised far above the flood stage level. The size-restricted lots of Ocean City encouraged most dwellings to be built narrow and long. These structures, although built high above ground level, also were low pitched to stand strong against the wind. Most Colonial Revivals within the study area are now covered in clapboard or vinyl siding. The Colonial Revival style building served as a transitional architectural style and became popular throughout the entire Ocean City study area.

There are several Colonial Revival influenced structures in the Ocean City Survey District. Although a smattering of structures are located along Baltimore Avenue and the eastern end of the study area, the major concentration of Colonial Revival style dwellings are located along Saint Louis Avenue, in the western portion of the study area. The dwellings in this area are vernacular interpretations of the style, built to conform to the ocean front landscape and lifestyle. Situated on raised concrete or rusticated concrete block foundations, the frame structures are generally two-and-a-half stories in height and possess side gabled roofs. Several additional structures located along Baltimore Avenue in the eastern portion of the study district are generally foursquare plans and interpretations, built upon raised foundations with clapboard siding and generally have wide-open porches on three sides of the building. These structures are now generally utilized for commercial ventures (Figures 15, 16, 17, and 18 of 48).

The Plimhimmon Honeymoon Cottage, located at 104 Baltimore Avenue, is a vernacular example of the Colonial Revival style with a Four Square plan (Figure 19 of 48). The two and a half story structure was built, according to Sanborn Maps, between 1911-1921. According to the 1921 Sanborn Map, the dwelling had only a one-story porch extending off the main elevation. On the 1941 Sanborn Map, a two story porch appears on the main elevation as well as a two-story addition constructed off of the rear elevation. Currently, the frame walls are clad in asbestos siding and support a hipped roof covered in asphalt shingles; a brick chimney is located on the north side. A hipped gable is located on the main (west) elevation. Multi-diamond pane-over-one, double-hung sash windows pierce the west elevation. Single and ribbon, one-over-one, double-hung sash windows pierce the remaining elevations. An oriel window is located on the south elevation. Accented with later craftsman details such as exposed purlins, the Plimhimmon Honeymoon Cottage is now utilized as a guesthouse as part of the neighboring hotel (# 98 on Figure 45).

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The John Dale Showell House (WO-332), located at the corner of Baltimore Avenue and North Division Street, is an example of a modified Colonial Revival style dwelling with a Four-Square plan. The frame structure originally faced north, but now is oriented to the southeast (Figures 20 and 21 of 48). The three story structure is clad in non-original fishscale patterned shingles, is situated on a raised, rusticated concrete block foundation and has an asphalt covered hipped roof. According to the MIHP form completed for the Showell House in 1990, the building originally possessed a wraparound porch which was distinguished by banded and fluted composite columns. The porch is now enclosed and encapsulated within the main structure of the building. The building is no longer utilized as a dwelling and now houses a beverage store (# 123 on Figure 45).

The dwelling located at 110 Dorchester Street is an additional example of an amalgamation of an early 20th century vernacular Colonial Revival/Craftsman style dwelling. With a side gable roof, enclosed porch, exposed purlins and rear ell addition, this dwelling blends the two styles into a hybrid (# 20 on Figure 45) (Figure 22 of 48). The dwelling first appears on the 1904 Sanborn as a two-story, rectangular dwelling and a one-story, full-width porch. In 1911 a two-story addition was constructed to the rear (south) to create an "ell". A one-story porch was constructed along the length of the west elevation with a one-story porch along the east elevation of the addition. In 1929, a one-story porch and one-story addition was constructed off of the rear to create a mini "ell." The main section is covered in asbestos siding, and has a side-gable roof covered in asphalt shingles. An exterior brick chimney is located on the north side. The windows are primarily single, two-over-two, double-hung sash with wood surrounds. A shed-roof porch with half walls supporting Doric columns is located on the south (main) elevation. A wrap-around enclosed porch is located along the south and west elevations. The porch fenestration is comprised of ribbon; one-over-one, double-hung sash windows with wood surrounds; French doors; ten-light, fixed windows, and glass doors with eight-fixed lights.

The Craftsman/ Bungalow style of dwelling also appeared in the Ocean City area after the turn of the century. The Craftsman and Bungalow buildings were uniquely suited to ocean-side existence. Low lines, solid construction and natural materials made this style a popular choice along the coast. These buildings also utilized new manmade materials including asphalt shingle roofs and concrete block and rusticated foundations. Many of these structures are also clad in wood shakes, although the majority of the craftsman and bungalows are now covered in vinyl siding and have replacement windows. These early-twentieth century dwellings are located throughout the study area.

The Bunting House, located at 304 Talbot Street, is a good example of a vernacular Craftsman style dwelling (WO-554). Located one-half block east of the Sinepuxent Bay, this one-story frame structure has a front gable asphalt shingle roof and is clad in wood shingles (Figures 23 and 24 of 48). Exposed rafter-tails, brackets and multi-light upper sash windows distinguish this dwelling as a Craftsman structure. A wood door with a small light leads into the south (main) elevation and is flanked by single, four-over-one, double-hung, sash windows. A small, one-over-one, double-hung sash window pierces the gable. A porch extends approximately two-thirds of the width of the main elevation. A small wall clad in the same wood shingles and wood posts support a front-gabled roof. The west elevation has three, single, four-over-one, double-hung sash windows. Like many other structures in Ocean City, this dwelling has two later front gable frame structures built in the rear (#43 on Figure 45).

The dwelling at 106 Dorchester Street serves as another example of a Craftsman inspired structure. The two-and-one-half story, frame, front-gable vernacular dwelling was constructed between 1921 and 1929 (Figure 25 of 48). The 1929 and 1941 Sanborn maps illustrate a two-story dwelling with a two-story porch on the front (south elevation) and a one-story porch on the east elevation. A small, one-story addition was located off of the rear elevation. Presently, the walls of the original dwelling are clad in wood shingles and support a rolled-seam, metal roof with shed dormers on the east and west sides; a brick chimney is located along the ridge line. Exposed rafters are located on the east and west elevations. The windows are generally two-over-two, double-hung sash. However, one-over-one, double-hung sash windows also pierce the walls in the large, rear addition. A large two-story, frame addition with aluminum siding, a flat roof, and single and paired, two-over-two, double-hung windows has been constructed on the north (rear) elevation (# 18 on Figure 45).

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A second Craftsman structure in the Ocean City Survey District is the dwelling at 107 Caroline Street (WO-553), which was originally built in 1925 as part of the Caroline Boarding House (Figure 26 of 48). Also known as the Emery-Hartman House, this two and a half story front gable building is built on raised rusticated concrete piers with a recessed foundation and has a full width open porch to catch the breeze. Paired, one-over-one double hung sash vinyl windows most likely replaced earlier multi-light upper sash windows. Knee braces are located in the gable while exposed rafter-tails jut from the hipped roof porch. Wood shakes clad the exterior of the dwelling. This structure is located immediately east of a large, modern two-story condominium unit which is imposing in its scale (#61 on Figure 45).

The twentieth century also saw the development of bus service to Ocean City. Located between at the corner of Second Street and Philadelphia Avenue, the 20th century modern style Carolina Coach Station brought many tourists to Ocean City and continues to do so today (Figure 27 of 48). The Carolina Coach Station is a one-story concrete structure with a cantilevered roof supported by four metal posts. Large single, four over four windows are located on the west elevation (# 81 on Figure 45). Glass and aluminum doors lead into the building on the south elevation. The windows have been boarded-over on the east elevation.

Although a major storm in the early 1930s decimated the growing community, destroying many early structures, the prosperous years after World War II brought new life to Ocean City. Increasing numbers of buildings were constructed, which now followed a minimal style with a front gable cottage appearance (Figures 28 and 29 of 48). The 1950s encouraged the use of newer products such as asbestos shingles and asphalt shingles.

The structure at 101 Saint Louis Avenue appears on the 1941 Ocean City Sanborn map (Figure 30). Minimalist in style, this structure borrows heavily from the Shotgun style of dwellings well known in the southern United States. Only two bays wide and three rooms deep, this structure is built on a parged foundation (# 157 on Figure 45). The vinyl-sided frame dwelling supports an asphalt-shingle covered front-gable roof. The windows consist of single, two-over-two, double-hung sash. A wood deck with a semi-hipped roof extends the width of the main (west) elevation and leads to a wood door pierced with three lights. Two additions have been constructed onto the rear (east) elevation of the building. The first addition is of frame construction with an offset gable roof; the fenestration on the addition is a mixture of single, two-over-two, double-hung sash and jalousie windows. A wood door leads into the north elevation. The second addition is located off of the rear elevation of the first addition. This shed addition has a single, one-over-one, double-hung sash window piercing its east elevation.

A second structure located at 24 Saint Louis Avenue, again has a two bay width, however its gambrel roof sets it apart from the other cottages in the area (Figure 31) (# 177 on Figure 45). The dwelling at 24 St. Louis Avenue is a one-and-a-half story, front gambrel-roofed cottage constructed circa between 1929 and 1941 as it first appears on the 1941 Sanborn map. The foundation is constructed of rusticated concrete block. The dwelling has a one-story porch as well as a one-story addition that extends the rear of the house. Presently, the frame building is clad in wood clapboard and is pierced with single, one-over-one, double-hung sash windows with wood surrounds. The gambrel roof is covered with rolled-seam metal. A wood door with nine fixed lights leads into the main (west) elevation. A front gable roof with wood posts and balustrades extends over the porch on the main (west) elevation.

Mid-twentieth century interpretations of Colonial Revival architecture also developed within Ocean City. Constructed between 1941-1950, the two-story stucco dwelling at 105 Saint Louis Avenue is a typical example of the Oceanside vernacular interpretation of the style (Figure 32 of 48) (# 196 on Figure 45). The building at 105 St. Louis Avenue is a two-and-a-half story, three-bay Colonial Revival dwelling constructed circa 1941-1950. The building has a parged exterior but is also clad in asbestos siding on the north elevation gable as well as the (rear) west elevation. The side-gable roof is covered with asphalt shingles with a shed dormer on the west side of the roof. An exterior brick chimney is located on the north elevation. The windows are a mixture of paired, six-over-six, double-hung sash; plate; and one-over-one, double-hung sash. Brick steps and a concrete deck lead to a gabled entryway on the main

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(east) elevation which is supported with square, wood posts. A one-story addition is located off of the north side with a second floor balcony surrounded by wood railings. Wooden steps lead to an entrance in the gable. A small, attached frame shed is located off the west elevation.

With the popularity of the resort town booming and a lack of facilities for tourist lodging, many owners added additions to the rear of the dwellings. These piecemeal additions generally have a boxy shape, replacement windows and are covered with modern siding. Open porches generally run the length of the additions, providing access to the accommodations.

The rise in leisure time and disposable income in the 1960s and 1970s also encouraged the development of motels and motor lodges. Many historic buildings were demolished to make way for the hotels of the future. Aside from family owned cottages and rooms for rent, commercial ventures such as the Driftwood Apartments and Seasonal Rentals changed the landscape of Ocean City (Figure 33) (# 82 on Figure 45). The Driftwood Apartments on Saint Louis Avenue has a central two-story entrance with one-story flanks on either side. The one story attached units surround a central courtyard. The Sea Breeze Motel on Baltimore Avenue is another example of a late twentieth century motel (# 80 on Figure 45). Constructed in the general shape of a ship, the four-story Sea Breeze Motel has exterior entrances and a wide balustrade around the edge of the corridor (Figure 34 of 48).

The Sun Tan Motel, located north of the Sea Breeze Motel on Baltimore Avenue, is typical in its 1960s design with its concrete block construction, cantilevered roof, and open design (Figure 35 of 48). In addition to demolishing historic buildings in order to construct motels, Ocean City also has lost many structures to parking space. Many wide, asphalt paved municipal lots dot the landscape (# 129 on Figure 45).

Because of the popularity of the Ocean City beachfront, pressure to raze older structures and build condominiums altered the landscape yet again. New technology allowed for the beachfront structures to be built taller and more substantially to withstand frequent storms. The landscape of Ocean City became more vertical. Along Baltimore Avenue, between First and Second Streets, an early twentieth century Craftsman inspired Foursquare now called the Plimhimmon Honeymoon Cottage is nestled next door to a new building under construction. Although only four stories in height, the new construction dwarfs the cottage (Figure 19 of 48).

The demands of oceanfront housing continue to cause a housing boom in Ocean City with modern condominiums and motels replaced smaller bungalows and cottages, which also is replacing the socio-economic make-up of the small village (Figures 36, 37). Although modern development is changing the landscape of Ocean City, according to the *Structures Constructed Pre-circa 1960 and Post-Circa 1960 Map* (Figure 45 of 48), there are approximately 211 structures built within the Ocean City Survey District prior to circa 1960 while only approximately 47 structures have been built since circa 1960. Figure 46 lists all the properties within the Ocean City Survey District which are keyed to Figure 45. The illustration on Figure 47 indicates the geography of the architectural styles within the Ocean City Survey District. Additionally, Figure 48 displays the distribution between residential and non-residential structures within the area, indicating that there are approximately 156 residential structures within the study district, 68 non-residential structures (including commercial structures) and 30 seasonal hotels, motels, and apartments. The locations of all the photographs are keyed to Figure 44.

Ocean City still attracts many tourists to its beaches, downtown shops and ocean front activities (Figures 38, 39, 40, and 41 of 48). The lure of the leisurely lifestyle creates a demand for high-rise condominiums and new construction. This demand affects the small historic cottages and buildings which are sacrificed for modern superstructures. The new structures have changed the low lying, natural landscape into a vertical 20th century modern landscape (Figure 42 of 48). The historic organic growth of Ocean City caused by natural and manmade disasters is slowly becoming more orderly and commercialized through twenty-first century development.

8. Significance

Inventory No.

WO-412

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input checked="" type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input checked="" type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates	1890-present	Architect/Builder	Unknown/Multiple
Construction dates	1890-present		

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Ocean City Survey District is recommended not eligible for the National Register of Historic Places. Although Ocean City is associated with the development of ocean-side recreation and leisure-time activities, the Survey District has been severely altered. The Ocean City Survey District is not recommended eligible under Criterion A because the area no longer conveys its connection with its late nineteenth and early twentieth century recreational heritage. Several persons in the local area were important in the development of Ocean City; however, the Survey District does not reflect its association with any person significant in establishing the region and thus is not recommended eligible under Criterion B. The architecture of the Ocean City Survey District has been substantially altered throughout almost 110 years of use and its architectural integrity has been compromised, making the resource not eligible for the NRHP under Criterion C. Finally, it does not appear to possess potential for additional significant historical information (Criterion D).

The Ocean City Survey District retains its original location and setting on an island off the eastern shore of Maryland. Although Ocean City still remains an ocean-side destination, it does not retain the feeling of a late nineteenth or early twentieth century resort area. The resort still retains its association with the ocean-side recreational location. Because of modern development and natural and man-made disasters, the original design of the Ocean City Survey District no longer remains and the buildings no longer convey their original use. The integrity of materials and workmanship have been compromised as many structures are obscured with modern materials. The Ocean City Survey District no longer conveys its nineteenth and early twentieth century recreational resort heritage.

Ocean City, Maryland evolved from a desolate area to a booming resort community in the late-nineteenth century. Prior to the first hotel being built the area was home to fewer than ten families at any given time, and at times was completely uninhabited. Few people saw the potential of the small area along the shore and it wasn't until the early twentieth century that Ocean City saw a real upswing in commerce and resort traffic. The mid-to late twentieth century proved to be the most influential times for the area, with development and expansions continuing today.

Perhaps based on the success of the resort community at Cape May, New Jersey, the first attempt was made to establish a "resort" on Assateague Island in 1839. The Atlantic Company was chartered on July 16, 1839 and at their first meeting plans were drawn for the construction of a hotel. A newspaper article dated a week later described the plans for the hotel as follows:

The House is very low, that it may present a small front, and thus be better able to withstand the assaults of the wind. We understand that its location is one of the most secure and desirable on the beach, affording a fine view of both the Ocean and the Bay. A company of carpenters, attached by one of the committee, left here Monday of last week (Touart 1994: 86).

The hotel and the corporation did not seem to have progressed beyond this first meeting and no hotel was constructed.

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Throughout the mid-nineteenth century little was done to promote the development of a resort on the island. However in 1866 an enterprising farmer on the mainland opened his farmhouse to guests and provided transportation across the Sinepuxent Bay to what later became Ocean City. The farm, known as "Ocean House" became the first "resort" style accommodations; however, it was not located on the island itself (Touart 1994: 87).

The stabilization of the economy following the Civil War also allowed for the completion of the Wicomico and Pocomoke Railroad from Salisbury to Berlin, which was the closest settled town to the ocean in Maryland. Rumors persisted at the time that the railroad was to extend to the Sinepuxent Bay; however this did not occur until the 1870s.

Multiple accounts of the "first" true resort (i.e. a hotel or cottage) on the island exist and most contradict each other. Newspaper accounts, interviews, and various secondary sources all cite at least three different individuals as owning and operating the first resort Assateague Island. Garnered from these accounts, it appears that four enterprising individuals were working to establish themselves on the island between 1868 and 1869 – an obvious result of the railroad being extended to Berlin.

It was in large part due to the success of both Atlantic City and Cape May that other seaside areas began to develop as resort communities. The general economy of the country was good and investors were looking for ways to expand and increase their profit. In addition, the middle class continued to become more prosperous and their desire to emulate the upper class created a demand for more vacation destinations.

An 1877 map of the area depicts the general layout of Ocean City including the railroad, with branches of the rail line running along Baltimore Avenue north to Somerset Street and south to the Ocean House Hotel. The map also depicts The Atlantic Motel and the Massey Motel along with two buildings on the beach labeled "Ladies Bathing Ho." and "Gents Bathing Ho." (Lake, Griffing, and Stevenson 1877).

As the resort community atmosphere continued to expand and develop, there was a need for the development of a community to support the resorts. As additional hotels were constructed, the local population continued to grow. One sign of this growth, and the evolution of a year-round population, was the construction of three churches in Ocean City.

Prompted in part by the larger population in Ocean City as well as by the increasing tourism demands, the railroad was finally completed to Ocean City in 1881 (www.beach-net.com/ochistory.html; accessed on March 26, 2005). Since this was the only part of the state of Maryland that fronted onto the ocean (as opposed to the bay) the interest in visiting the area continued to grow. With the introduction of the rail line to the city, visitors were able to travel much easier than previously had been possible (www.beach-net.com/ochistory.html; accessed on March 26, 2005). Despite the continued rise in tourism, as of 1887 there were only ten families in permanent residence in Ocean City (Corrdry 1991: 81).

In 1890, spurred by the success of Atlantic City, New Jersey, and Coney Island, New York, a gentleman named Daniel B. Trimper, along with his wife Margaret, and their ten children, moved from Baltimore to Ocean City. By 1893 they owned two blocks of boardwalk property, including the Eastern Shore and Sea Bright hotels. The Trimpers began to add rides and games to the property, creating the first amusement park in Ocean City. In 1901 a carousel from Herschell-Spillman Company was added; it was 50 feet in diameter and was significant as the only carousel made by the company at the time to survive to the present (a second carousel was sent to Coney Island; it was later destroyed by fire). In the 1920s other rides such as a kiddie Ferris wheel were added. In the 1950s the Trimper family added outdoor rides, and continued to enhance and improve upon throughout the twentieth century. The amusement park is still owned by the Trimper family (www.beach-net.com/trimpers/history/history.html; accessed March 26, 2005; www.ococean.com/history/html; accessed March 26, 2005).

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Slowly, the resort town urbanized into a year-round community. According to the 1897 Sanborn Map of Ocean City, elevated boardwalks connected streets to each other and to points of interest, which by the late nineteenth century included ecclesiastical structures. The introduction of several churches helped stabilize Ocean City and add to its character.

The continuing appeal of the area, and the increase in the number of tourists visiting Ocean City, led more and more women to open boarding houses. Some of the women were the wives of the Life Saving Station men (the station had been opened in 1875) and others were the wives of the numerous pound fishermen. Still others moved to Ocean City because of the success that other women had with boarding houses and hotels (Fleming 1990: VII).

The 1890s saw numerous new hotels opened – mainly by women. According to one local author:

Of no little significance in this regard have been Ocean City women, who have traditionally played key roles in the creation of the industry that is today the economic backbone of the area, namely the hospitality industry. (Hurley 1979: 12).

The Plimhimmon Honeymoon Cottage, located on Baltimore Avenue, is one existing structure which operated as a woman-owned boarding house (Figure 19).

By the second decade of the twentieth century, the streets of Ocean City remained unpaved, although electric streetlamps illuminated the night. In 1915, the current City Hall building was constructed as a training facility for teachers. Two years later, it was sold to Worcester County as the first Ocean City High School (in 1968 it was sold to the city and renovated into the current City Hall) (Figure 14). The 1921 Sanborn Map indicates a growing populace with multiple dwellings and hotels lining the streets, creating a new vernacular landscape (Figure 49). Other businesses such as the Ocean City Ice and Fuel Company (Located on the corner of Somerset Street and Philadelphia Avenue, now demolished) indicated the permanence of the Oceanside settlement which previously only included leisure-related shops and services.

The early twentieth century also saw the development of bus service to Ocean City. Located on Second Street, the Carolina Coach Station brought many tourists to Ocean City (Figure 27 of 48). By 1921, Baltimore Avenue became a paved thoroughfare, inviting automobile traffic to cruise its length. According to the 1929 and 1941 Sanborn Maps, the Carolina Coach Station replaced an earlier garage dedicated to automobiles.

The mid-twentieth century also changed the landscape of Ocean City with the development of the Sinepuxent Bay Bridge. The J.E. Greiner Company, under the direction of the State Roads Commission, constructed this double leaf rolling lift bascule moveable bridge in 1942 to replace an earlier bridge located five blocks south. The construction of this bridge created a new traffic pattern through town and allowed for increased automobile traffic to the island.

The advent of World War II caused a small, and short lived, decline in the resort population of Ocean City. The summer of 1942 was particularly hard hit, as six ships had been sunk through the late winter and spring of that year. On January 27, 1942 the tanker *Francis E. Powell* was torpedoed nearby and sunk by an enemy submarine. On February 2, 1942 a second ship, the *San Bill*, was torpedoed and sunk; the Ocean City Coast Guard rescued 40 crew. On March 10, 1942, a Norwegian merchant ship was torpedoed and the Ocean City Coast Guard rescued 14 survivors. Three weeks later, a tug and three barges were sunk. On April 2, 1942, a German U-boat sunk the American collier *David Atwater* and also sunk the lifeboat. The resort was subdued that summer and the Coast Guard was doubled. A dim-out of Ocean City was ordered for $\frac{3}{4}$ of the island to keep ships from being silhouetted. Fishing boats were handed over to the government for use. (Corddry 1991: 89-90).

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A post-war boom occurred in Ocean City, as it did throughout the United States. Part of the Ocean City expansion was due to the opening of the Chesapeake Bay Bridge in 1952, from Washington and Baltimore to the coastal side of Maryland (www.beach-net.com/ochistory.html; accessed on March 26, 2005). The area continued to grow throughout the later half of the twentieth century. According to one local historian:

The 1950s saw the laying of new streets and the widening of old ones, the fashioning of an airport, and the beginning of deep sea fishing. The 1960s brought the population and real estate surges, land annexations, new and improved infrastructure, trailer parks, destruction from another storm, and the creation of such organizations as life saving and beach patrols. The 1970s witnessed the largest expansion, with the inception of the Ocean City Life Saving Museum and the headlining of condominium row. (Hayes 1999: 10)

The post World War II boom was seen across the country. The middle class continued to evolve, and it became common for families to vacation each year. The ocean, and subsequently Ocean City, became key resort locations. The rise in leisure time and disposable income in the 1960s and 1970s also encouraged the development of motels and motor lodges. Aside from family owned cottages and rooms for rent, commercial ventures such as the Driftwood Apartments and Seasonal Rentals changed the landscape of Ocean City. A shift was seen from the traditional hotels, which served meals, to the more cost effective motel which appealed more to the family. During the 1950s and 1970s almost fifty motels were constructed in Ocean City alone (Hayes 1999: 10).

In the 1980s, luxury townhouses and rezoning policies were created in and for a small town that now laid claim to being one of the densest resorts in the country. The resort in the 1990s saw improvements and refinements as well as the razing of some of the old buildings and the development of many of the new. One description of the community in 1991 reads as follows:

On this narrow strip of land rising almost imperceptibly from the sea, there are over 500 rental apartment buildings, ranging from high-rises to cottages; 38 hotels; 81 motels; and a mobile home park with 1800 lots. There are 158 restaurants, hundreds of home maintenance and supply businesses, 33 banks, and 70 real estate and rental agencies. In the boom decade of the 1970s, 575 single-family dwellings went up and an incredible 10,853 units in multi-family buildings. There are several hundred grocery, candy, clothing, gift, jewelry and specialty shops, and 66 amusement parks, miniature golf courses, arcades and waterslides (Corddry 1991:7)

The twenty-first century has seen the introduction of a \$3.5 million boardwalk renovation and expansion project. Ocean City still attracts many tourists to its beaches and ocean front activities. This demand affects the small, historic cottages and buildings which are sacrificed for modern superstructures. The new structures have changed the low-lying, natural landscape into a vertical, 21st century modern landscape. The historic organic growth of Ocean City caused by natural and manmade disasters is slowly becoming more orderly and commercialized through twenty-first century development.

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9. Major Bibliographical References

Inventory No.

WO-412

See Section 8

10. Geographical Data

Acreage of surveyed property _____

Acreage of historical setting _____

Quadrangle name _____

Ocean City

Quadrangle scale:

1 : 24 000

Verbal boundary description and justification

11. Form Prepared by

name/title	Sandra Scaffidi, Mary Alfson, and Gail Walls/Architectural Historians		
organization	KCI Technologies, Inc.	date	April 11, 2005
street & number	5001 Louise Drive, Suite 201	telephone	(717) 691-1340
city or town	Mechanicsburg	state	Pennsylvania

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600



Figure 44
Photo Location Map
Ocean City Survey District (WO-412)
 Bridge No. 2300700
 US 50 over Sinepuxent Bay
 Worcester County, MD

Source: Maryland State
 Highway Administration





Figure 45
Structures Constructed Pre-Circa 1960 and Post 1960
Ocean City Survey District (WO-412)

Bridge No. 2300700
US 50 over Sinepuxent Bay
Worcester County, MD

Source: Maryland State
Highway Administration

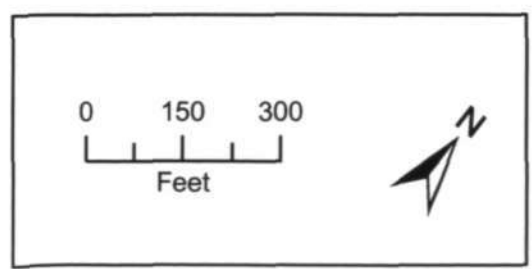
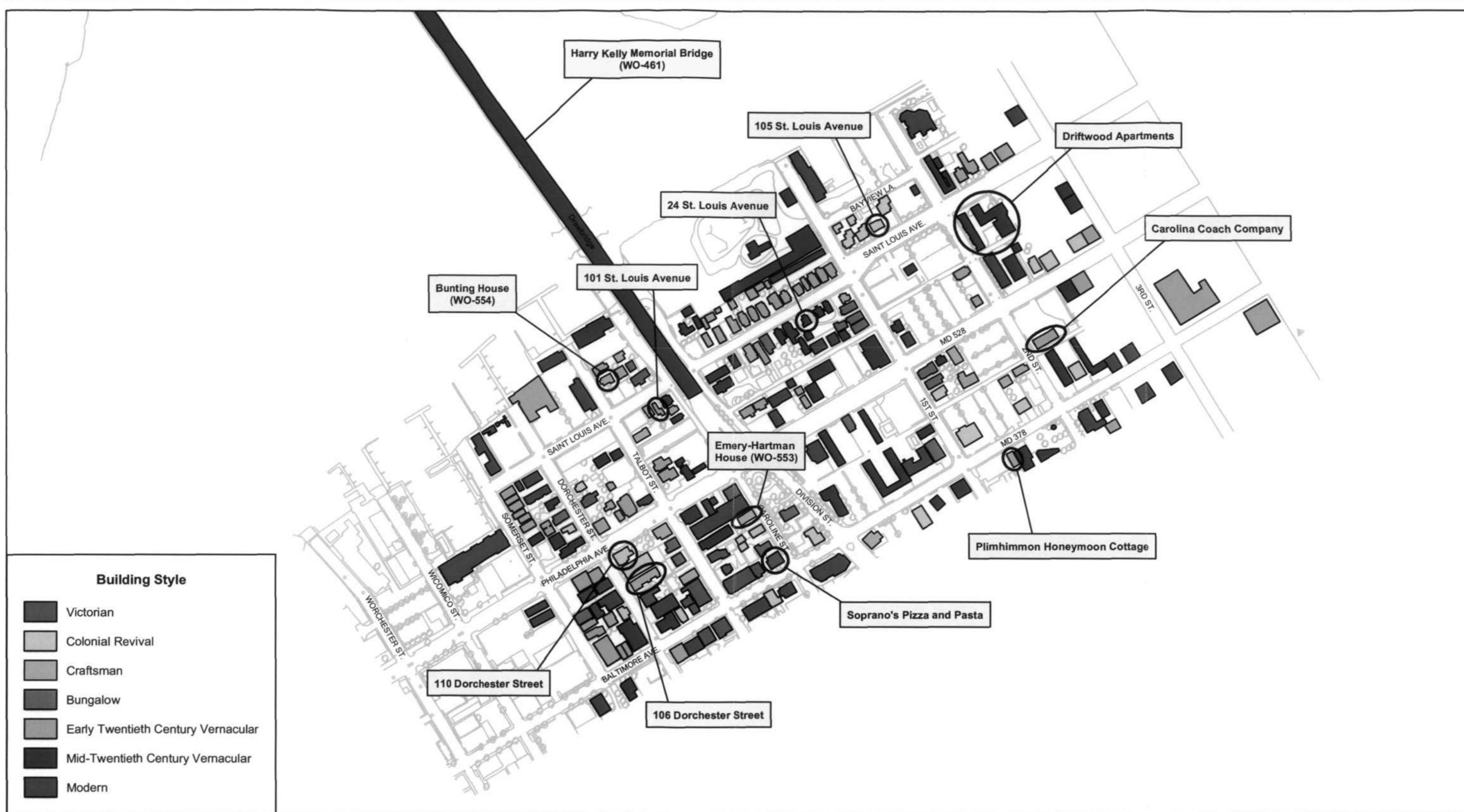


Figure 47
Structural Styles in Ocean City Survey District (WO-412)
Bridge No. 2300700
US 50 over Sinepuxent Bay
Worcester County, MD

Source: Maryland State Highway Administration



Figure 48
Residential and Non-Residential Structures in Ocean City Survey District (WO-412)

Bridge No. 2300700
US 50 over Sinepuxent Bay
Worcester County, MD

Source: Maryland State Highway Administration

Figure 46
Table of Properties in Ocean City Survey District (WO-412) as Illustrated in Figure 45
Bounded by Third and Somerset Streets, Baltimore Avenue and the Sinepuxent Bay

Property Number	Address	Approximate Age	Use	Description
1	NW corner of St. Louis and Somerset	c. 1985	Condominium	4-story, frame, raised on piers
2	NE corner of St. Louis and Somerset	c. 1920-1930	Dwelling	1 ½ story, frame, front gable cottage
3	Somerset	c. 1930	Commercial (Harbor Inn Bar)	1 story, frame, front gable cottage
4	214 Somerset	c. 1900	Dwelling	2 ½ story, frame, side gable cottage
5	212 Somerset	c. 1940-1950	Dwelling	2 story, frame, front gable cottage
6	210 Somerset	c. 1940-1950	Residential (Somerset Harbor Seasonal Rentals)	2 story, frame, front gable
7	Somerset	c. 1950	Dwelling	2 story, frame, front gable
8	Somerset	c. 1950	Dwelling	2 story, frame, front gable
9	Somerset	c. 1980-1990	Condominium	4 story, frame, raised on piers
10	NE Somerset and Philadelphia	c. 1920	Dwelling/Church	2 ½ story, stucco, front gable
11	110 Somerset	1920-1950	Dwelling	2 ½ story, frame, raised on piers (Bungalow-like)
12	108 Somerset	c. 1920	Dwelling	2 ½ story, frame, front gable, raised on piers (Bungalow-like)
13	106 Somerset	c. 1920	Dwelling	2 ½ story, frame, front gable
14	Corner of Somerset and Baltimore	c. 1950	Hotel (Halls Pioneer Hotel and Plaza)	2 story, concrete block, flat roof
15	109/111 Somerset Street	c. 1995	Condominium	2 ½ story, frame, raised on piers
16	102 Dorchester	1991	Government (Ocean City Volunteer Fire Station No. 2)	1 story, brick, front gable
17	104 Dorchester	c. 1900-1920	Dwelling	2 story, frame, cross gable
18	106 Dorchester	c. 1910-1920	Residential/ Seasonal Apartments	2 ½ story, frame, front gable (Craftsman-like)
19	108 Dorchester	c. 1910-1920	Residential/ Tarry-A-While Seasonal Apartments	2 ½ story, frame, front gable (Colonial Revival-like)
20	110 Dorchester	c. 1910-1920	Dwelling	2 story, frame, side gable (Colonial Revival-like)
21	204 Dorchester	c. 1910-1920	Dwelling	2 story, frame, cross gable
22	206 Dorchester	c. 1910	Dwelling	2 story, frame, side gable
23	306 Dorchester	c. 1920	Restaurant (Marina Deck)	1 story, frame, flat roof
24	Dorchester on the Bay	c. 1980	Commercial (Seasonal Cabins)	1 story, frame, pre-fabricated shelters
25	211 Dorchester	c. 1990	Condominium	3 story, frame, side gable, raised on piers
26	209 Dorchester	c. 1990	Condominium	3 story, frame, side gable, raised on piers
27	207 Dorchester	c. 1950	Dwelling	1 ½ story, frame, front gable
28	205 Dorchester	c. 1930-1940	Dwelling	1 ½ story, frame, side gable Bungalow
29	203 Dorchester	c. 1910	Dwelling/ Commercial	2 story, frame, side gable
30	201 Dorchester	c. 1920	Residential/ Steger Family Seasonal Apartments	3 story, frame, front gable
31	111 Dorchester	c. 1940-1950	Commercial (Barber Shop)	2 ½ story, frame, front gable
32	109 Dorchester	c. 1970s	Commercial (OC Train Garden)	2 story, concrete block, flat roof
33	107 Dorchester	c. 1960	Government	2 story, concrete block, flat roof

Figure 46
Table of Properties in Ocean City Survey District (WO-412) as Illustrated in Figure 45
Bounded by Third and Somerset Streets, Baltimore Avenue and the Sinepuxent Bay

Property Number	Address	Approximate Age	Use	Description
			(Police Department)	
34	105 Dorchester	c. 1940	Dwelling	2 story, frame, hipped roof
35	103 Dorchester	c. 1950	Commercial (Mr. Bubbles Laundromat and Internet Café)	2 ½ story, frame, front gable
36	102 Talbot	c. 1900	Dwelling	2 story, frame, side gable, Victorian
37	104 Talbot	c. 1910	Residential/ Joe and Sally's Lighthouse Apartments	2 ½ story, frame, cross gable Victorian
38	106 Talbot	c. 1920	Residential/ Cavalier Apartments	2 ½ story, frame, front gable, no style
39	110 Talbot	c. 1950	Dwelling	2 ½ story, frame, front gable
40	202 Talbot	1920s	Residential/ Madigosky Apartments	1 ½ story, frame, hipped roof, Bungalowoid
41	204 Talbot	c. 1940s	Dwelling	1 ½ story, frame
42	206 Talbot	c. 1920-1940	Commercial/ Skip's Bait and Tackle	1 ½ story, frame, side gable
43	304 Talbot	c. 1920	Dwelling	1 story, frame, front gable
44	306 Talbot	c. 1920	Dwelling	2 story, frame, front gable,
45	308 Talbot	c. 1980	Commercial/ Captain Bill Bunting, Angler	1 story, concrete block, flat roof
46	309 Talbot	c. 1990	Commercial/ Mr. Ducks Hotel/ Restaurant/ Deep Sea Fishing Office	3 story, frame, side gable
47	307 Talbot	c. 1990	Residential/ Talbot Inn Seasonal Rentals	3 story, frame, side gable (with a catslide roof)
48	209 Talbot	c. 1960	Commercial/ Souvenir City	1 ½ story, frame, front gable
49	109 Talbot	c. 1920	Dwelling	2 ½ story, frame, side gable, Bungalow-like
50	107 Talbot	c. 1920-1940	Dwelling	2 ½ stories, frame, side gable, Bungalow-like
51	105 Talbot	c. 1950-1980	Residential/ Garman House Seasonal Apartments	3 story, frame front gable,
52	103 Talbot	c. 1950	Residential/ Van Fleet Apartments	2 story, frame, hipped roof
53	Caroline	c. 1930	Dwelling	2 ½ story, frame, front gable, Bungalow
54	303 Caroline	c. 1960-1970	Dwelling	2 story, frame, front gable
55	301 Caroline	c. 1950	Dwelling	2 ½ story, frame, side gabled
56	211 Caroline	c. 1910	Residential/ Vincent Family Apartments	2 ½ story, frame, front gabled
57	209 Caroline	1920	Dwelling	1 story, frame, front gabled
58	207 ½ Carolina	1950	Dwelling	1 story, frame, front gabled
59	Caroline/ Philadelphia	c. 1950	Dwelling	1 story, frame, side gable, Bungalow-like
60	109 Caroline	c. 1975	Residential/ Surf Crest Apartments	2 story, frame, front gable
61	107 Caroline	c. 1920	Dwelling	2 story, frame, front gable Bungalow
62	105 Caroline	c. 1940	Residential	2 story, frame, front gable
63	103 Caroline	c. 1950	Residential/ Wallace House Apartments	2 ½ story, frame, front gable
64	208 Division	c. 1920	Residential/ Bridgeview Apartments	2 story, frame, side gable
65	210 Division	c. 1950	Residential/ Apartments	2 story, frame, hipped roof
66	304 Division	c. 1950	Residential/ Bay Mist Apartments	2 story, frame, front gable; 1 story, frame, side gable

Figure 46
Table of Properties in Ocean City Survey District (WO-412) as Illustrated in Figure 45
Bounded by Third and Somerset Streets, Baltimore Avenue and the Sinepuxent Bay

Property Number	Address	Approximate Age	Use	Description
67	1 st Street and Baltimore	c. 1940	Commercial (Mussell and Fitness Gym)	2 ½ story, frame, hipped roof
68	106 1 st Street	c. 1940	Dwelling	3 ½ story, frame, pyramidal hipped roof
69	108 1 st Street	c. 1940	Dwelling	2 ½ story, frame, side gable, Bungalow
70	110 1 st Street	c. 1940	Dwelling	2 story, frame, hipped Bungalowoid
71	200 1 st Street	1990	Condominium	3 story, frame, side gable
72	202 1 st Street	1950	Commercial (Hanson Group Sales)	1 story, frame, side gable
73	1 st Street and Bay	1985	Commercial (BJ's South: Food and Spirits)	1 story, frame, flat roof
74	1 st Street and Bay	1960	Commercial (George B. Cropper Transit Concrete Mix, since 1938)	Multiple buildings: 1 story, brick office; 2 story, concrete block, front gable, steel cement hopper
75	213 1 st Street	1940	Dwelling	1 story, frame, front gable roof
76	211 1 st Street	c. 1920-1940	Dwelling	1 ½ story, frame, hipped roof, Bungalow
77	209 1 st Street	c. 1920-1940	Dwelling	1 ½ story, frame, hipped roof, Bungalow
78	207 1 st Street	c. 1920-1940	Dwelling	1 ½ story, frame, hipped roof, Bungalow
79	103 1 st Street	c. 1950	Commercial (Crazy Cooter's Beer)	3 story, frame, hipped roof
80	201 2 nd Street	c. 1960-1970	Residential (Sea Breeze Hotel)	3 ½ story, frame, flat roof
81	Philadelphia and 2 nd Street	1920	Bus Station	1 story, concrete, flat cantilevered roof
82	2 nd Street	1950	Residential/ Driftwood Apartments	1 story, frame, side gable
83	201 St. Louis	1960-1970	Residential/ Oasis Apartments	1 story, frame, side gable
84	2 nd Street and Bay	1993	Condominium	5 story, stucco, hipped roof
85	203 2 nd Street	1920	Dwelling	1 ½ story, frame, front gable
86	105 2 nd Street	1920-1940	Commercial (Sub Station Sandwich Shop)	1 story, frame, hipped roof
87	3 rd Street and Baltimore	1940	Government (City Hall)	2 story, brick, hipped roof, Neo-classical
88	Bayview and 3 rd Street	1980	Residential/ Crab Cove Apartments	5 story, stucco, shed roof
89	203 3 rd Street	c. 1920-1940	Residential Apartments	2 ½ stories, frame, front gable
90	201 3 rd Street	1960	Residential Apartments	2 ½ stories, frame, side gable
91	3 rd and Baltimore	c. 1920s	Ecclesiastical (St. Pauls-by-the-Sea Episcopal Church)	2 ½ stories, frame, front gable, Craftsman/Shingle
92	216 Baltimore	c. 1990	Residential/Commercial (Hotel Monte Carlo/Uncle Jack's Subs)	5 stories, concrete, flat roof
93	Baltimore	c. 1990	Residential (Park Place Hotel)	6 stories, concrete, flat roof
94	202 Baltimore	c. 1950	Commercial	3 ½ stories, frame, front gable
95	Baltimore	1980	Commercial (Sunsations)	2 stories, concrete, flat roof
96	Baltimore	1970	Commercial/Gazebo Coffee Stand	1 story, frame, octagonal
97	Baltimore	1950s	Residential/ Plimhimmon Hotel	5 stories, concrete, flat roof
98	104 Baltimore	1920s	Residential Hotel/ Plimhimmon Honeymoon Cottage	2 ½ stories, frame, hipped roof
99	Baltimore	1920s	Commercial/ Vacant	3 story, frame, hipped roof
100	Baltimore	1960-1970	Residential/ Rideau Hotel	3 story, concrete block, flat roof

Figure 46
Table of Properties in Ocean City Survey District (WO-412) as Illustrated in Figure 45
Bounded by Third and Somerset Streets, Baltimore Avenue and the Sinepuxent Bay

Property Number	Address	Approximate Age	Use	Description
101	Baltimore	1920	Residential/ Lewis Cottage	2 ½ story, frame, hipped roof
102	Division Street and Baltimore	1920	Commercial (Mike's Bikes)	2 ½ story, frame, front gable
103	Division Street and Baltimore	2000	Commercial (Sunsations)	2 ½ story, concrete, flat roof
104	101 Baltimore	1970-1980	Commercial	3 ½ story, frame, side gable
105	105 Baltimore	1920s	Commercial (Fish Net Music)	2 ½ story, frame, hipped roof
106	107 Baltimore	1960-1970	Commercial (Just Moosin' Around)	1 story, concrete block, flat roof
107	109 Baltimore	1900	Commercial (India Emporium)	2 ½ story, frame, side gable, Victorian
108	207 Baltimore	1890	Commercial (OC Party Mart)	2 ½ story, frame, side gable, Victorian
109	215 Baltimore	1970	Commercial (Little Italy)	1 story, concrete block, flat roof
110	217 Baltimore	1900-1920	Commercial (Bank of Ocean City)	2 story, frame, hipped roof
111	Baltimore and Somerset	1940	Commercial (Scooter Rental and MD Cycle)	2 ½ story, frame, flat roof
112	Baltimore and Somerset	c. 1920	Commercial (Pandora's Box)	1 story, frame, front gable
113	Baltimore	c. 1920	Commercial (Sorianos Coffee Shop)	2 ½ story, frame, front gable
114	304 Baltimore	c. 1950	Commercial (International Student Services)	2 story, frame, front gable
115	214 Baltimore	c. 1920	Commercial (Custom Chrome)	2 ½ story, frame, side gable
116	212 Baltimore	c. 1920	Commercial (Fat Daddy's Sub Shop)	3 ½ story, frame, side gable
117	210 Baltimore	c. 1900	Dwelling	2 ½ story, frame, side gable, Gothic Revival
118	208 Baltimore	c. 1900	Ecclesiastical (Catholic Parsonage)	2 ½ story, frame, front gable
119	Baltimore	1877	Ecclesiastical (St. Mary's-by-the-Sea)	2 story, frame, front gable
120	Baltimore and Talbot	1870-1900	Commercial (Victoria's Summer Place/Dalima's)	2 ½ story, frame, asymmetrical roofline, Queen Anne
121	102 Baltimore	1920	Dwelling	2 ½ story, frame, hipped roof
122	Caroline/Baltimore	1900	Commercial (Soprano's Pizza)	3 story, frame, hipped roof
123	Division/Baltimore	1920	Commercial (Weaver's Beer)	2 ½ story, frame, hipped roof
124	Division/Baltimore	c. 1920-1940	Ecclesiastical (Ocean City Baptist Church)	2 story, frame, front gable
125	Baltimore	1960	Residential/ Madison Beach Hotel	2 stories, concrete block, flat roof
126	Baltimore	c. 1980	Residential/Avalon Hotel	3 story, frame, side gable
127	Baltimore and 1 st Street	c. 1920	Commercial (Erica's Photo House)	1 ½ story, frame, hipped roof
128	2 nd Street and Baltimore	c. 1920	Dwelling	2 stories, frame, side gable roof
129	Baltimore	c. 1920-1940	Commercial (Goolie's Grill)	1 ½ stories, frame, side gable roof, Dutch Colonial
130	Baltimore	1960-1970	Residential/Sun Tan Motel	3 stories, concrete block, flat roof
131	Baltimore	c. 1920	Dwelling	2 ½ story, frame, hipped roof
132	Baltimore and 3 rd Street	c. 1970	Residential/ Inn Town Motel	2 stories, concrete block, flat roof
133	Baltimore and 3 rd Street	c. 1970	Residential/ Seasonal Apartments	3 stories, frame, front gable
134	Philadelphia	1910-1940	Dwelling	2 stories, frame, front gable, Colonial Revival
135	Philadelphia and 3 rd Street	1920	Dwelling	2 story, frame, front gable

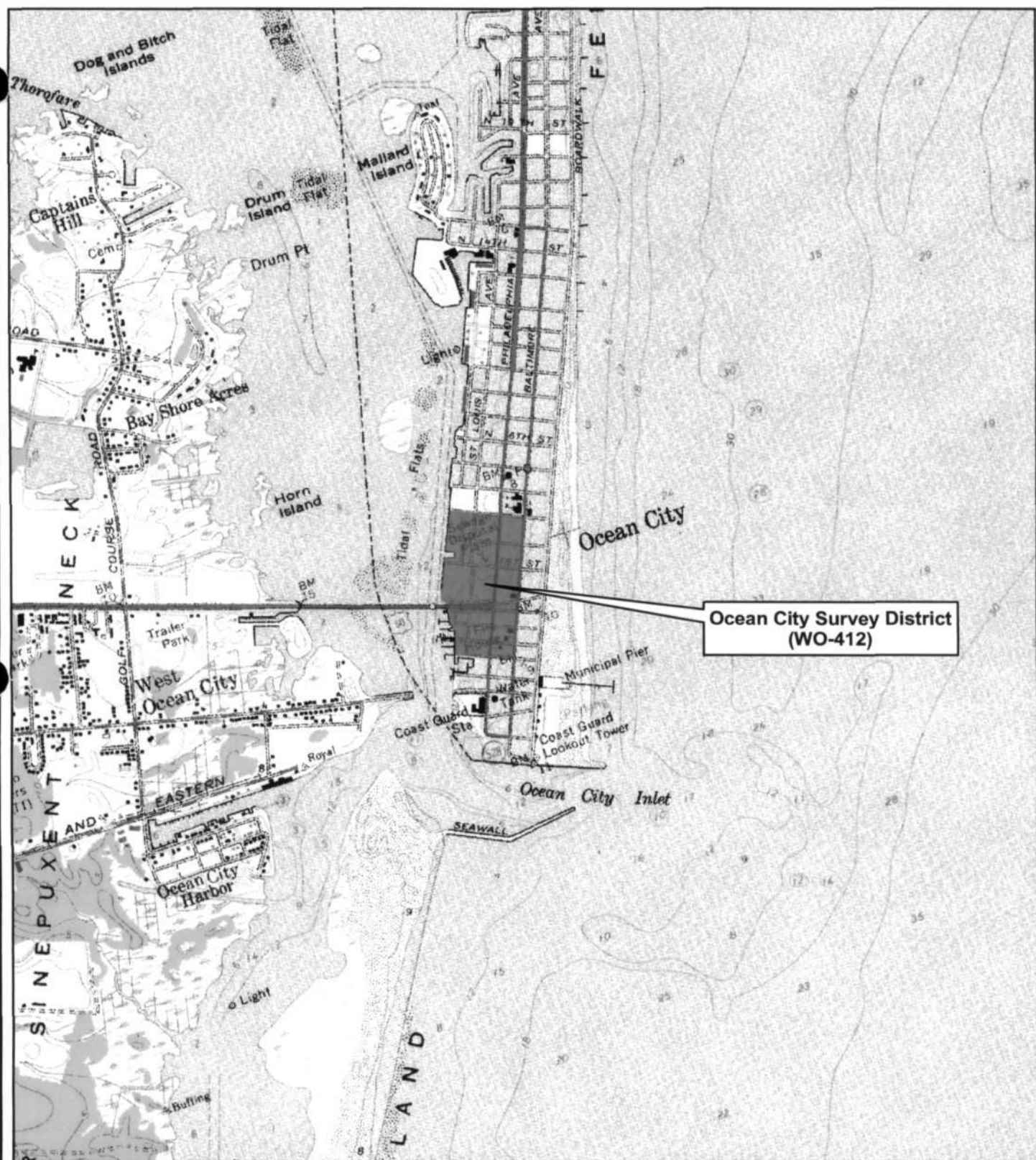
Figure 46
Table of Properties in Ocean City Survey District (WO-412) as Illustrated in Figure 45
Bounded by Third and Somerset Streets, Baltimore Avenue and the Sinepuxent Bay

Property Number	Address	Approximate Age	Use	Description
136	Philadelphia	1920-1940	Residential/ Apartments	2 ½ stories, frame, side gable, Colonial Revival
137	208 Philadelphia	1950	Residential/ Apartments	1 ½ story, frame, flat roof
138	207 Philadelphia	1920-1940	Dwelling	2 ½ stories, frame, side gable, Colonial Revival
139	106 Philadelphia	1920	Residential/ Apartments	1 ½ story, frame, hipped roof
140	205 Philadelphia	1920-1940	Dwelling	2 ½ stories, frame, side gable, Colonial Revival
141	104 Philadelphia	1940	Residential/ Apartments	2 story, frame, side gable
142	Philadelphia	1920-1940	Dwelling	2 ½ story, frame, front gable
143	12 Philadelphia	1920-1940	Dwelling	1 ½ story, frame, side gable
144	Philadelphia	1950-1960	Commercial (Western Auto)	1 story, concrete block, side gable roof
145	8 Philadelphia	1960	Ecclesiastical (Ocean City Baptist Retreat Center)	2 story, concrete block, flat roof
146	Philadelphia	1980-1990	Commercial (Dough Roller Corporate Office)	1 story, concrete block, flat roof
147	Philadelphia and Division	1990	Commercial (7-11)	1 story, concrete block, side gable
148	Philadelphia	1920-1940	Dwelling	2 ½ story, frame, front gable
149	105 Philadelphia	c. 1970	Dwelling	2 story, frame, side gable
150	Philadelphia	1920-1960	Commercial (Restaurant)	3 stories, frame, front gable
151	304 Philadelphia	1920-1940	Dwelling	1 ½ story, frame, side gable, Bungalow
152	Philadelphia	1950-1960	Residential/ South Bridge Hotel	2 story, frame, side gable
153	St. Louis/ Somerset	1950	Dwelling	2 story, frame, side gable
154	Philadelphia	1920-1940	Residential/ Apartments	2 story, frame, front gable
155	103 St. Louis	c. 1950	Dwelling	1 story, frame, front gable
156	Philadelphia	1990-2000	Commercial (Shell Gas Station)	Modern gas station
157	101 St. Louis	c. 1930	Dwelling	1 story, frame, front gable, Shotgun Style
158	102 Philadelphia	1920-1940	Residential/ Apartments	3 story, frame, side gable
159	St. Louis	c. 1950-1960	Residential/ Buoy Hotel	2 story, concrete block, side gable
160	Philadelphia	1980	Commercial (Mercantile Peninsula Bank)	1 story, brick façade, side gable
161	St. Louis	c. 1950	Dwelling/ Beauty Salon	2 story, frame, front gable
162	Philadelphia	1920-1940	Commercial (Ruggerio Enterprises)	2 story, frame, flat roof
163	8 St. Louis	1920-1940	Residence/ Dhimas Apartments	1 ½ story, frame, front gable cottage
164	Philadelphia	1920-1940	Commercial	1 story, frame, front gable, Shot Gun style
165	10 St. Louis	c. 1960	Dwelling	1 story, frame, front gable, modified Shot Gun style
166	Philadelphia	1920-1940	Commercial	2 story, frame, pyramidal hipped roof
167	12 St. Louis	c. 1940	Dwelling	1 ½ story, frame, hipped roof, Bungalow
168	St. Louis	1920-1940	Dwelling	2 story, frame, front gable
169	14 St. Louis	c. 1950	Dwelling	1 story, frame, side gable
170	St. Louis	1900-1920	Dwelling	2 story, frame, front gable
171	16 St. Louis	c. 1940	Dwelling	1 story, frame, front gable
172	St. Louis	1910-1930	Dwelling	2 story, frame, front gable
173	20 St. Louis	1950	Dwelling	1 ½ story, frame, front gable

Figure 46

Table of Properties in Ocean City Survey District (WO-412) as Illustrated in Figure 45
Bounded by Third and Somerset Streets, Baltimore Avenue and the Sinepuxent Bay

Property Number	Address	Approximate Age	Use	Description
174	St. Louis	1910-1930	Residential/Sand Dollar Apartments	2 story, frame, side gable
175	22 St. Louis	c. 1950	Dwelling	1 story, frame, side gable
176	St. Louis	1910-1930	Dwelling	2 story, frame, front gable
177	24 St. Louis	c. 1950	Dwelling	1 story, frame, gambrel roof
178	St. Louis	1910-1930	Dwelling	1 ½ story, frame, front gable
179	St. Louis/1 st Street	c. 1960	Utility Building/ Sewage Treatment	1 story, brick, flat roof
180	St. Louis	1910-1930	Dwelling	1 ½ story, frame, front gable
181	207a Dayton	c. 1940	Dwelling	2 story, frame, side gable
182	St. Louis	1910-1930	Dwelling	1 ½ story, frame, front gable
183	17 Dayton	c. 1985	Dwelling	2 story, frame, side gable
184	St. Louis	1910-1930	Dwelling	1 ½ story, frame, pyramidal hipped roof
185	16B Dayton	c. 1970	Dwelling	1 story, frame, front gable
186	St. Louis	1910-1930	Dwelling	1 ½ story, frame, front gable
187	Philadelphia/ Dayton Alley	c. 1986	Dwelling	2 story, frame, front gable, no style
188	St. Louis	1970-1980	Commercial (Warehouse)	1 story aluminum
189	St. Louis	1910-1930	Dwelling	1 ½ stories, frame, front gable
190	St. Louis	1910-1930	Dwelling	1 ½ stories, frame, front gable
191	St. Louis	1910-1930	Dwelling	1 story, frame, pyramidal roof
192	St. Louis	1920	Dwelling	1 ½ story, frame, front gable
193	St. Louis	1910-1930	Dwelling	2 story, frame, front gable
194	St. Louis	1910-1930	Dwelling	1 ½ story, frame, side gable, Cape Cod
195	St. Louis	1910-1930	Dwelling	2 story, frame, side gable, Colonial Revival
196	105 St. Louis	1910-1930	Dwelling	2 story, frame, side gable, Colonial Revival
197	St. Louis	1910-1930	Dwelling	2 story, frame, side gable, Colonial Revival
198	St. Louis	1970	Utility Building	1 story, concrete block
199	St. Louis	1910	Dwelling	1 story, frame, front gable
200	St. Louis	1910-1930	Dwelling	2 story, frame, front gable
201	St. Louis	1910-1930	Dwelling	3 story, frame, gambrel roof
202	St. Louis	1910-1930	Dwelling	1 story, frame, front gable cottage
203	Talbot Street	1910-1930	Dwelling	2 story, concrete block, pyramidal roof
204	Somerset Street	1920-1940	Dwelling	2 story, frame, front gable
205	Wilmington	1910-1930	Dwelling	2 story, frame, front gable



0 1,000 2,000
Feet



Figure 43
Ocean City Survey District

Bridge No. 2300700
US 50 over Sinepuxent Bay
Worcester County, MD

Source: Ocean City, MD
USGS 7.5 Minute Quadrangle
(1964)



WLO-412

Baltimore at Somerset Street
Ocean City Survey District
Worcester County, MD
Jenny Gardner

3/05

MD SHPO
Facing NE

1 of 48

FILED 3/10/05



Philadelphia AVE



Believe
the Lord Jesus Christ
and you will
be saved.

ONE WAY

KLO-412

Somerset at Philadelphia Avenue

Ocean City Survey District

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

facing West

<No. 64>B52

2 of 42



W10-412

Dorchester at Baltimore
Ocean City Survey District
Worcester County, MD
Jenny Gardner
305

<N6-2>038

14-539-1111/0302/0402

MD SHPO
facing NW
3 of 42



W10-412

Dorchester at Philadelphia Avenue

Ocean City Survey District

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

Facing SW

SHPO-4A (01)

1-2-2014

2014 2 BL 201410

4 of 42



WD 412, WD-337

207/215/217 Baltimore Avenue
Ocean City Survey District, Town Market
Worcester County, Maryland
Jenny Gardner

Jenny Gardner

3/22/05

MD SHPO

west elev

~~33 of 45~~

5 of 42

002-11



W10-412

Baltimore at Dorchester Street
Ocean City Survey District
Worcester County, MD

Jenny Gardner

5/05

MD SHPO

<No. 4>030

14.7 5336 - N.H.F. 03 2000

facing NE

~~24 of 45~~

6 of 42



THE STORE

Budw

HAIR VANS
RESTAURANT FOOD
INCENSE
CADSCROCKS
BEADS
CHEMT
HAND MADE
HEAP JEWELRY
BUFFALO SANDALS
BAGS

W0-412. W0-336

Edwin Purnell Store, Ocean City Survey District

Worcester County, Maryland

Sandra Scaffidi

9/22/05

MD SHPO

Facing east. west elevation, Purnell Store

700 42

5.65 BA010ANX0N NNN- 6 7007

006

SuperiorPhoto 0/05 64155



k10-412

Baltimore ~~ALCME~~

Ocean City Survey District

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

north/east elev.

41.1 43.2 44.0

~~30 of 45~~

8 of 42





W10-412

Talbot at Baltimore, north side
Ocean City Survey District
Worcester County, MD
Jenny Gardner
3/05

MD SHPO

<H0-8>0001

1400 00000 1400 00000

facing NW

~~7 of 45~~

10842



WO-412, WO-325
St. Marys Star of the Sea Catholic Church, Ocean City Survey District
Worcester County, Maryland
Sandra Scaffidi

9/22/05
MD SHPD
Facing west, east and north elevations of St. Marys Star of the Sea Catholic Church
11 of 42

5.65 BA010ANX0N NNN+ 1 7007

003

SuperiorPhoto 0/05 64152



WO-412, WO-326

St. Paul's By the Sea Episcopal Church. Ocean City Survey District

Worcester County, Maryland

~~Sandra Scaffidi~~ Jenny Gardner

3/22/05

MD SHPO

West elevation, facing east

12 of 43

02/01/07 08:07 N.E. 1/4 Sec. 16,
T20N R10E S16E



N Division ST



WO-412, WO-338

Ocean City Baptist Church, Ocean City Survey District

Worcester County, Maryland

Sandra Saffdi

9/22/05

MD STPO

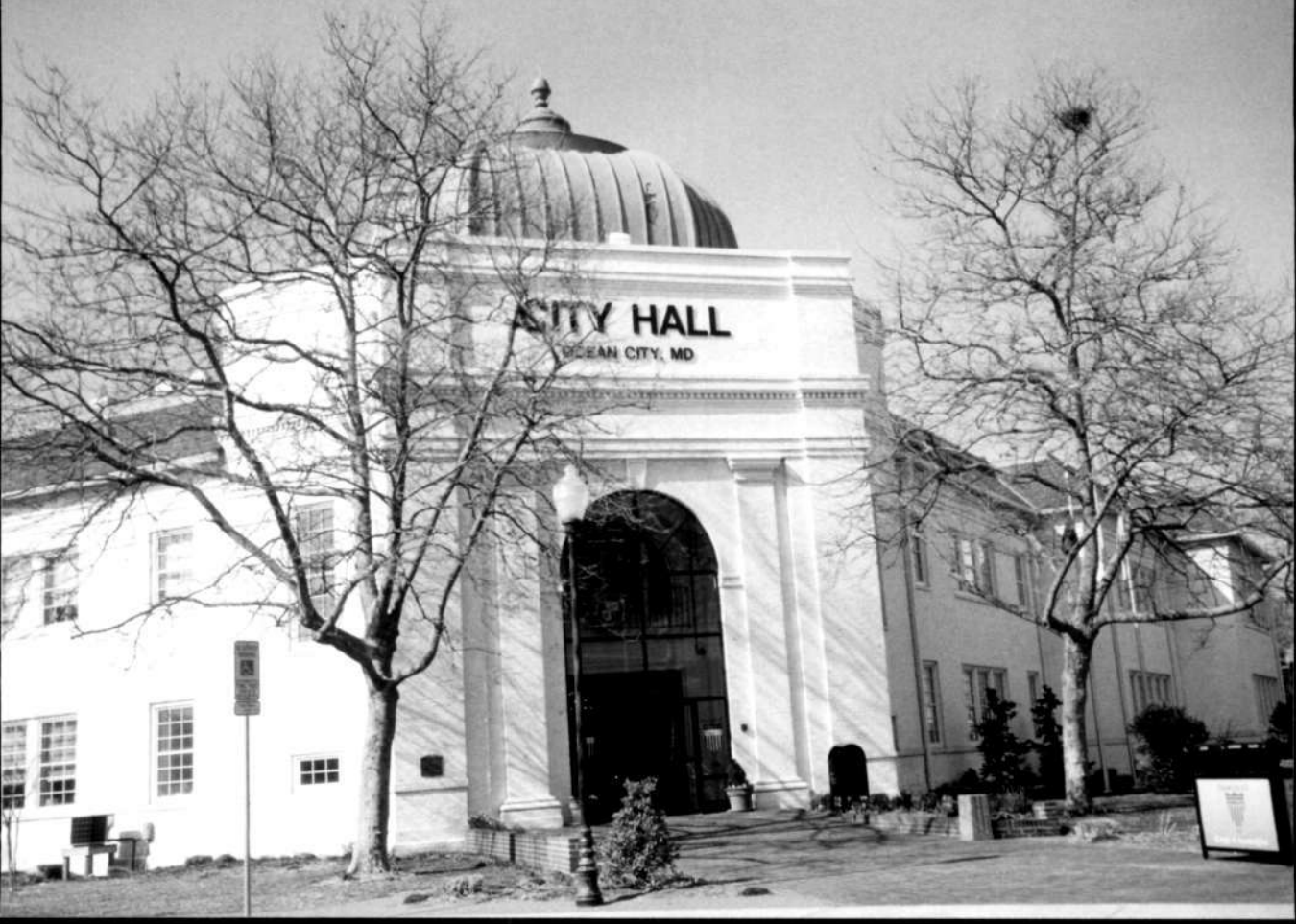
East elevation of Ocean City Baptist Church from Baltimore Avenue, facing west

13 9 42

5.65 BA010ANX0N NNN- 1 7007

014

SuperiorPhoto 0/05 64163



CITY HALL

OCEAN CITY, MD

W0-412, W0-341
City Hall, Ocean City Survey District
Worcester, MD
Jenny Gardner
3/22/05
MD SHPO
facing northwest
14 of 42





WIC-412

Baltimore at Division, East side

Ocean City Survey District

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

facing NE

16 of 42

2010-14 2044
147 1471 147 1471 1471



W0-412
100/128, 110 18 Street
Ocean City Survey 2nd rd
Worcester Co. 182
Jenny Gardner
3/05
ML SHPO
South/east elevation.

LIBRARY 2 IN 100 182, 110
STAC 2 100/128

17 of 42



WO-412

Baltimore Avenue
Ocean City Survey District
Worcester Co. Maryland
Jenny Gardner

3/22/05
MD SHPO
East elev.

18 of 42

03/22/05 10:23 AM
<No. 23 0815
G10C 82-0H>

002-23



Wo 412

104 Baltimore + Haven Hotel

Ocean City Survey District, Plimhimmon Honeymoon Cottage
Worcester County, Maryland
Jenny Gardner

Jenny Gardner

3/22/05

MD SHPO

North & West elev.

19 42

002-5



WO-412, WO-332

Weaver's, Baltimore Avenue
Ocean City Survey District/John Dale Showell House
Worcester Co., Maryland

Jenny Gardner

3/22/05

north & east elev.

20 of 42

0810358 / NORTH ELEV. 196
610K 610N



W10-412

Baltimore at Caroline ^{9/2005}
Ocean City Survey District
Worcester County, MD
Jenny Gardner
3/05

Jenny Gardner
3/05

MD SHPO

facing North

~~27 of 45~~

21 of 42



W10-412

110 Dorchester Street

Dorchester - Philadelphia Pa. 19106

Ocean City Survey District

Worcester County, Md

Jenny Gardner

3105

MD SHPO

facing NW

~~6 of 45~~

22 of 42

2022-05-25 14:54:54
2022-05-25 14:54:54



W10-412 W0-554
304 Talbot Street

Talbot ÷ St. Louis ~~1817~~

Ocean City Survey District, Bunting House

Worcester County, MD

Jenny Gardiner

3/05

MD SHPO

<No. B> 819

South/east elev.

23 of 42





W10-412

106
Dorchester St.
Ocean City Survey District
Worcester County, MD
Jenny Gardner
3/05
MD SHPO
South & east elev.

25 of 42



WO-412, WO-553

107 Caroline Street

Ocean City Survey District, ~~Caroline Boarding House~~ Emery Hartman House

Worcester County, MD

Jerry Gardner

3/05

MD SHPD

North elevation

920< 01-09>
933 934** N N 2 06 200400

26 of 42





211 Carline Street
Ocean City Survey District
Worcester County, MD
Jenny Gardner
3/05
MD SHPO
north elevation

WO 412

20 of 42

<No. 6 >038
955 53** N N 2 BT 20440



WO-412

St. Louis from 1st

Ocean City Survey District

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

CH-210-467

14-1-15-1 N 100' 20' 00"

facing South

29 45



W10-412

101 St. Louis F.R.W.C.

Ocean City Survey District

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

>103
Kesteler.

310 of 42



W10-412

24 St. Louis Avenue
Ocean City Survey District
Worcester County, MD
Jenny Gardner
3/05
MD SHPO
West elev.

37 of 42

COPIES OF THIS REPORT ARE
BEING



W/O-412

St. Louis ¹⁰⁵ MO 63114

Ocean City Survey District

Worcester County, MD

Jenny Gardner

3/05

MDS HPO

²¹⁸⁵
42 2nd St N + 8th St N

West/South elev.

32 of 42



W10-412

St. Louis Ave.

Ocean City Survey District

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

8 3186

147 4341 441111 25-268483

South/West elev.

33 of 42



K10-412

Baltimore at 2nd, West side
Ocean City Survey District
Worcester County, MD
Jenny Gardiner

3/05

MD SHPO

Facing NW

34 of 42

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WO-412
Sea Breeze Motel, Ocean City Survey District
Worcester County, Maryland

Jenny Gardner

3/22/05

MD SHPD

South elevation, facing north
35 - 45

35942



W0-412

Madison Beach Motel, Baltimore Ave.
Ocean City Survey District

Worcester Co., Maryland

Jenny Gardner

3/22/05

MD SHPO

East elev.

36 of 42

002-21 0017
(NO. 21 0017)



NO-412
Nowalk at 107 1st Street
Ocean City, Pa. Aug 20th 1942
Worcester County, MD
Jerry Gardner

3/5
MD STPO
facing NW, east elevation

~~18 of 45~~
37 of 42

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8100 8100



W10-412

Baltimore at 2nd
Ocean City Survey District
Worcester County, MD

Jenny Gardner
3/05

MD SHPO

CHS-22-7846

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facing NE
38 of 42



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Baltimore Ave
NORTH & LAMES

25

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W10-412

Baltimore at Talbot, East side
Ocean City Survey District
Worcester County, MD
Jenny Gardner

3/05

MD SHPO

<NO. 7 >B4B

147 9300 > 11 11 2 14 22 14400

facing NE

39 of 42

PIONEER
HOTEL & R.S.

DOWNTOWN
Mini Mall

BOOGIE
BOARDS
TOWELS
BATTERIES
CAMERAS
BEACH
UMBRELLAS

OVER
3000
PRINT
DESIGNS

Somerset St

25

W 412

Soriano's, International Student Center, 'Mr. Bubbles, Baltimore
Ocean City Survey District

Worcester Co., Maryland

Jenny Gardner

3/22/05

MD SHPO

South & east elev.

40 of 42

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Somerset St

MD
Cycle
TIRESTORE
ON SALE
COME IN
&
SEE

Scooter Rentals cycle Sale & Service

SPEED
LIMIT
25

W0-412

Somerset at Baltimore
Ocean City Survey District
Worcester County, MD
Jenny Gardner

3/05

MD SHPO

facing NW

41 of 42



W0-412

Philadelphia at 1st
Ocean City Survey District
Klorcester County, MD
Jenny Gardner

3/05

MD SHPO

facing S

42 of 42

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐
no ☒

Property Name: Ocean City Survey District Extension Inventory Number: WO-412
Address: Between Third and Sixth Sts. and St. Louis and Atlantic Ave. Historic district: X yes ☐ no ☐
(Boardwalk)
City: Ocean City Zip Code: 21842 County: Worcester
USGS Quadrangle(s): Ocean City
Property Owner: Multiple Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple
Project: US 50 over Sinepuxent Bay, Bridge No. 2300700 Agency: SHA
Agency Prepared By: KCI Technologies, Inc.
Preparer's Name: Alison Ross Date Prepared: 7/15/2009
Documentation is presented in: _____
Preparer's Eligibility Recommendation: _____ Eligibility recommended ☐ X Eligibility not recommended ☐
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: Ocean City Survey District Extension
Inventory Number: WO-412 Eligible: ☐ yes ☐ no ☐ Listed: ☐ yes ☐ no ☐
Site visit by MHT Staff ☐ yes ☒ no ☐ Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The Ocean City Survey District Extension consists of a nine-square-block area bounded on the north by the southern side of Sixth Street, on the south by the northern side of Third Street, on the west by the eastern side of St. Louis Avenue, and on the east by Atlantic Avenue (the Boardwalk), including buildings fronting the boardwalk. Adjacent to the southern side of the survey district extension is the original Ocean City Survey District, delineated and surveyed from 2005-2007 and found ineligible for listing in the National Register of Historic Places (NRHP) by the Maryland State Highway Administration (SHA), with MHT concurrence on July 7, 2006.

The survey district extension contains religious and government buildings and municipal recreation parks, as well as privately owned single-family dwellings, multiple-unit apartment buildings, late 20th- and early 21st-century low-rise and high-rise hotels and condominiums, restaurants, retail stores, and small and large paved parking lots. The district's primary, more heavily-traveled streets include the north-south oriented avenues of Baltimore, Philadelphia, and Saint Louis Avenues, while the secondary east-west streets are 3rd, 4th, 5th, and 6th Streets.

Widespread demolition and redevelopment has occurred in the survey district extension and is apparent on Atlantic Avenue (the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒
Criteria: A B C D Considerations: A B C D E F G
MHT Comments:

Tim J. Lawrence
Reviewer, Office of Preservation Services
Blumenthal
Reviewer, National Register Program

9/1/2010
Date
9/7/10
Date

boardwalk) as well as on the other avenues. These areas are marked with large-scale parking lots created for hotel guests and public use. A block-wide municipal recreation area is in the survey district extension as well. The numbered streets contain more of their original structures and consist of both permanent dwellings, vacation rental apartments, and a condominium complex.

The Ocean City Survey District Extension is recommended not eligible for listing in the National Register of Historic Places. Although Ocean City, Maryland, is still associated with the development of ocean-side recreation and leisure-time activities, the area contained in the survey district extension has undergone dramatic changes as demolition and new construction have occurred on a widespread basis. The Ocean City Survey District Extension is not recommended eligible under Criterion A because the area no longer strongly conveys an association to the late 19th- and early 20th-century heritage of the city. The survey district extension does not reflect its association with any person significant in establishing the tourist industry in the region and thus is not recommended eligible under Criterion B. Although individual structures in the survey district retain some historic features, such as hipped roofs, exposed rafter tails, or original windows, there have been alterations to some portion of almost all of the buildings. Alterations include rebuilt front porches, the addition of multiple staircases, recladding with vinyl siding, enclosed porches, side and rear additions, and replacement windows and doors. The collection of buildings in the survey district lacks cohesion, and the streetscapes lack visual continuity because of the large parking lots that are pervasive in the district. Therefore, the survey district is recommended not eligible for listing in the NRHP under Criterion C. The survey district extension was not evaluated under Criterion D for its ability to yield information important in prehistory or history.

Two resources in the survey district extension previously have been determined eligible for listing in the NRHP by the SHA in 2005: St. Paul's By-the-Sea Episcopal Church (MIHP No. WO-326) and City Hall (MIHP No. WO-341). The church was subsequently listed in the NRHP in October 2008. Although the Ocean City Survey District Extension retains its original location and setting on an island off of the eastern shore of Maryland, it no longer possesses the feeling of or has the association with an early 20th-century resort. Many of the original resources, especially those on Atlantic Avenue and the residential dwellings on both sides of Baltimore Avenue, have been demolished. If they still existed, their presence would have made the survey district more cohesive and representative of a residential seaside community. As a result of the demolitions and redevelopment that has occurred, the survey district has lost its integrity of feeling and association. Because of the alterations that have occurred to almost all of the individual buildings that are 50 years old or older, the integrity of design, materials, and workmanship on the buildings has been diminished as well. Therefore, the Ocean City Survey District Extension is recommended not eligible for listing in the NRHP.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Maryland Inventory of Historic Properties

Addendum

MIHP Number: WO-412
Property Name: Ocean City Survey District Extension
Property Address: Bounded by Third & Sixth Streets and St. Louis and Atlantic Avenue (Boardwalk)

Following is the result of a survey that was completed for an extension to the original Ocean City Survey District (MIHP No. WO-412), documented from 2005-2007. Documentation for the original survey district is presented in MIHP Files regarding the architectural investigations for the US MD 50 over Sinepuxent Bay Bridge Replacement, SHA Project No. WO419A11. A survey for an extension to the district was completed in July 2009, for which this addendum was prepared. Following is information on the survey district extension, including a summary of the area, a comprehensive description, a statement of significance, and additional information for the original narrative discussion of history and context.

7. Description

Summary

The Ocean City Survey District Extension consists of a nine-square-block area bounded on the north by the southern side of Sixth Street, on the south by the northern side of Third Street, on the west by the eastern side of St. Louis Avenue, and on the east by Atlantic Avenue (the Boardwalk), including buildings fronting the boardwalk (see Figure 2). Adjacent to the southern side of the survey district extension is the original Ocean City Survey District, delineated and surveyed from 2005-2007 and found ineligible for listing in the National Register of Historic Places (NRHP) by the Maryland State Highway Administration (SHA), and MHT concurred in July 2006.

The survey district extension contains religious and government buildings and municipal recreation parks, as well as privately owned single-family dwellings, multiple-unit apartment buildings and condominiums, late 20th- and early 21st-century low-rise and high-rise hotels and condominiums, restaurants, retail stores, and small and large paved parking lots. The district's primary, more heavily-traveled streets include the north-south oriented avenues of Baltimore, Philadelphia, and Saint Louis Avenues, while the secondary east-west streets are 3rd, 4th, 5th, and 6th Streets. Narrower streets are between Atlantic and Baltimore Avenues (Washington Lane) and between Baltimore and Philadelphia Avenues (Wilmington Lane). The lanes currently resemble alleys, with only a few houses left standing along them.

Comprehensive Description

WO-412

In some aspects the character of the Ocean City Survey District Extension is similar to the original survey district. Much of the human activity is centered on the bustling resort activities of people visiting the island on a short-term basis. Businesses and hotels cater to housing, food, and recreation needs of vacationers, and facilities have been created or altered to meet their needs. Despite the predominant focus on resort activity, the district extension displays more signs of year-round living and activity than the original survey district. Two early buildings constructed and still used for year-round activity anchor the survey district extension and contribute to a feeling and atmosphere of permanence. St. Paul's By-the-Sea Episcopal Church, MIHP No.WO-326, is a Gothic-Revival-style structure constructed in 1900 at the (then) northern end of the resort town and is located at the northeastern corner of Baltimore Avenue and 3rd Street (Plate 4). City Hall, MIHP No.WO-341, is located at the northwestern corner of Baltimore Avenue and 3rd Street (Plate 5). Constructed in 1915 as a training facility for school teachers, it was then used as the first Ocean City High School and now is used for Ocean City's City Hall. Both buildings were determined to be eligible for listing in the NRHP by SHA in 2005, and St. Paul's By-the-Sea Episcopal Church was listed in the NRHP in October 2008.

The character, appearance, and uses of the land on the north-south avenues differ from those of the east-west streets. The north-south avenues have sustained more drastic changes, as residential buildings and other structures have been demolished to make way for parking lots, modern hotels, a U.S. Post Office, a church, and private and municipal parking lots (Plates 6, 7, 9, 11, 13, 18, 19, 21, 25, 26). Especially pervasive in the neighborhood are the large parking lots, which can be found throughout the survey district extension on (moving from east to west and from south to north on the map) the eastern side of the 300 block of Baltimore Avenue, both sides of the avenue's 400 block (Plates 6 and 11), and some of the eastern side's 500 block (Plate 13). On Philadelphia Avenue, large parking areas can be found on most of the eastern side of the 300 block (Plates 25 and 26), a portion of the eastern side of the 400 block (Plate 21), and most of the eastern side of the 500 block. On the western side of Philadelphia Avenue, buildings on individual lots of the 400 and 500 blocks have been razed for small parking areas (Plate 23). On some blocks, while buildings line the edges of the streets, the interiors of the blocks have been cleared, and parking lots now exist there (Plate 10). Of the nine city blocks located within the district, six blocks contain parking lots that take up over half of the land on the block.

Change has occurred on the Boardwalk as well. Most of the older hotel buildings have been demolished and replaced with newer low- to mid-rise structures (Plates 2, 3, and 4)). Currently, there are only three buildings left in the portion contained in the survey district expansion that are greater than 50 years old: the Shoreham Hotel, constructed in 1922 and located at 309 Atlantic Avenue (Plate 3); the Hampton House constructed in 1937 and 1940 and located at 407 Atlantic Avenue (Plate 2); and the building at 511 Atlantic Avenue, containing The Kite Loft, constructed in 1935 (Plate 1). The Hampton House appears to have been a Colonial Revival-style building with a side-gabled roof. Numerous additions have been constructed on the building, and alterations include vinyl

siding, replacement windows, and an expanded dormer. Constructed on a double lot according to the tax map, the Hampton House has both Colonial-Revival features (in its overall form, symmetry, and original door surround details) and Arts and Crafts-style (referred to as Craftsman-style in this form) features (such as shed-roof dormers and exposed rafter tails). The wood-frame building is clad with asbestos shingles. The Kite Loft at 511 Atlantic Avenue was at one time a 2½-story Colonial Revival-style structure used as a boarding house. The building has been converted to a retail store. Additions have been constructed on all sides of the house. A new projecting entranceway was added to the building facing the Boardwalk, and windows have been enlarged and replaced throughout the building.

Demolition has occurred on the north-south avenues for other public uses besides parking lots. The entire 100 block of 3rd Street between Philadelphia and St. Louis Avenues and between 3rd and 4th Streets has been demolished for conversion to municipal-owned recreation areas, including a baseball field, a basketball court, a playground, and skateboard park (Plates 24, 27, and 28). An earlier parking garage built in the 1920s on Philadelphia Avenue's eastern side of the 400 block was demolished and replaced by a U.S. Post Office building and parking lot in 1962 (Plates 21 and 22). The result of the widespread demolition on these blocks is inconsistent land use within blocks, creating discontinuous streetscapes on both sides of the north-south avenues.

Although the north-south avenues have suffered much demolition, four pockets of residential dwellings remain: the western side of the 500 block of Baltimore Avenue, including 501-509 Baltimore Avenue (Plates 12, 15, and 16); the large resort rental property on the 400 block of Philadelphia Avenue and in the interior of the block (the Parrot Lagoon property) (Plates 23, 30, and 35); the residential structures at 503-509 Philadelphia Avenue (Plate 20); and the residential structures at 402-408 St. Louis Avenue (some of which are part of the Parrot Lagoon property) (Plate 30). Most of the houses were constructed between 1920 and 1940, according to the city tax records, with many recorded as constructed in 1935. Two architectural styles prevail in the historic district extension: the Colonial Revival style, with 2½ stories on top of a raised basement, a side-gabled or gambrel roof, and front-gabled dormers, and the Craftsman-style bungalow, with hipped- or side-gabled roofs, exposed rafter tails, and front, shed-roofed dormers. Some of the residences appear large for vacation houses, a possible reflection of the increasing wealth of the owners who built them.

The Parrot Lagoon property between Philadelphia and St. Louis Avenues is notable for its intact collection of structures that line the streets and are on the interior of the block (Plate 23). Of the nine blocks in the survey district, this block has the highest concentration of buildings, with a mixture of construction dates ranging from the 1920s to the circa 1980s (Plates 23, 30, and 35). The architectural styles of the buildings include 2-story vernacular Queen Anne-style dwellings, 1-story side-gabled vernacular cottages, and 2-story, front-gabled Craftsman-style bungalows. The buildings are of wood frame construction, with some clad in asbestos tile and others in new vinyl siding. Some windows are replacement aluminum while others are replacement vinyl windows. Porch railings have all been replaced, and stairways have been constructed to access apartments

on upper stories. Several of the buildings in the complex are of recent construction and consist of 2-story, side-gabled buildings clad in vinyl siding. It is possible that the earlier buildings in the center of the block were once located on a barely perceptible lane between Philadelphia and St. Louis Avenues, described below.

Several houses remain along the lanes between the avenues. A 1935 front-gabled bungalow of wood-frame construction and clad in asphalt shingles, still stands at 511 Washington Lane, and two other small structures stand on Wilmington Lane, although they now are part of the tax parcels fronting Baltimore Avenue (Plate 14). A much-altered 2-story, side-gabled vernacular dwelling at 405 Wilmington Lane was constructed in 1935 (Plate 10). The three cottages mentioned above appear to have been single-family homes at one time but now contain rental apartments. As mentioned above, a third lane between Philadelphia and St. Louis Avenues might have run through what is now the center of the blocks between those streets. Sanborn maps dating from 1904 to 1941 do not show the lane; however, evidence of the lane is the presence of two early 20th-century houses set back from St. Louis Avenue and aligning with a point in the center of the block (Plate 31). Both are constructed in what appears to be a vernacular Queen Anne style, with 2 stories each and high-pitched front-gabled roofs.

The first two blocks west of the Boardwalk on 4th, 5th, and 6th Streets have sustained the most change because of the construction of modern hotel buildings along the Boardwalk and parking lots behind them (Plates 1, 2, 3, 4, 6, 13, 17, and 19). The next two blocks moving westward have sustained less demolition and contain progressively more of the original residential buildings. This is especially apparent while looking at 4th, 5th, and 6th Streets between the Boardwalk and St. Louis Avenues. A 3-story hotel at 108 5th Street, constructed in 1935 according to tax records, replaced a 65-car garage that stood on the site in the 1920s (Plate 34). The numbered streets between Philadelphia and St. Louis Avenues have sustained less change than other blocks in the survey district, retaining more of their original residential structures. Evidence of this is the presence of the structures at 202-208 4th Street (Plate 29), 202-208 5th Street, and 203-211 5th Street (Plates 35 and 36). While some of the structures were constructed as single-family units, such as 202, 204, and 206 5th Street, others were originally constructed as 2-story multiple-unit resort residences, such as 104 4th Street (Plate 33) and 208 5th Street (Plate 37).

The prevailing architectural style of the houses on the numbered streets is that of the Craftsman-style bungalow (Plates 32 and 36), although some were constructed in the Colonial-Revival style (Plate 8). All are of wood-frame construction and are modest-sized 1- or 1½-story bungalows, with either a low-pitched front-gabled roof (405 Philadelphia Avenue) or a low-pitched hipped roof (204 5th Street). Porches are currently either partial-width or full-width porches, with several apparently altered with replacement columns, new roofs, and railings. Two-story multiple-unit buildings reflect the Craftsman style as well and have low-pitched hipped roofs with exposed rafter tails below wide, overhanging eaves (205 and 208 5th Street) (Plates 35 and 37). A 2-story, hipped-roof, American Foursquare-style dwelling, with a hipped-roof dormer and exposed rafter tails, at 509 Philadelphia Avenue was constructed in 1920 at another

location near the eastern terminus of the US 50 bridge (Plate 20). During the bridge's 1942 construction, the house was relocated to this corner, according to local lore. It is possible that the home was obtained from a mail order catalog, being very similar in appearance to the Sears, Roebuck Modern Home shown in the 1916 catalog, Modern Home No. 264P102 and 264P150. Some of the homes on the numbered streets might have been mail-order homes as well. Several 2-story multiple-unit structures, 206 and 208 4th Street, are more vernacular in style, with front-gabled roofs and full-width porches on both stories (Plate 29). The existence of the rows of residential structures in these blocks lends visual continuity within the blocks. Several of the houses in the above-mentioned areas appear to be year-round residences, with well-maintained landscaped yards and building features, while others are clearly used for vacation rental purposes.

As mentioned earlier, two churches are in the survey district, including St. Paul's By-the-Sea Episcopal Church and the Atlantic United Methodist Church on the southwestern corner of Baltimore Avenue and 4th Street (Plate 9). The current Methodist church was constructed in 1962 and replaced an earlier church building on the site.

Following is a table of surveyed resources in the survey district 50 years old or older, with their addresses, construction dates, building type, and brief description.

Table 1. Surveyed Resources 50 Years Old or Older

Survey Number Keyed to Figure 2	Address or Name of Property	Construct. Date	Building type	Description
1	309 Atlantic Ave. Shoreham Hotel	1920	Hotel	Vern., 3 1/2-story, side-gabled, shed roof dormer, wrap porch, altered
2	407 Atlantic Ave. Hampton House	1937/ 1940	Hotel/ Restaurant	Vern., 2 1/2-story, side-gabled, full-width porch, exposed rafters, on double lot, orig. features
3	511 Atlantic Ave. Kite Loft	1935	Dwelling into Commercial-ret.	Col. Rev., 2 1/2-story, multiple additions, heavily altered
4	511 Washington Lane	1935	Dwelling into apts.	Craftsman bungalow, 1-story, raised ground story, front-gabled, full width porch
5	413 Baltimore Ave.	1930	Residential – private	Col. Rev., 2 1/2-story, raised ground story, wrap-around porch, orig. windows, detached garage
6	501 Baltimore Ave. Atlantic House B&B	1927	Residential-Inn	Col. Rev., 2 1/2-story, side-gabled, raised ground story, dormers with front-gables, additions. Also has condo. bldg. in rear on 5 th St.
7	503 Baltimore Ave.	1935	Residential-apts.	Col. Rev. with gambrel roof, 2 1/2-story with raised ground story, orig. features, expanded dormer. Also has cottage in rear
8	507 Baltimore Ave.	1935	Residential-private	Greek Rev. 2 1/2-story on raised ground story, full-width porch, orig. windows, on double lot

Survey Number Keyed to Figure 2	Address or Name of Property	Construct. Date	Building type	Description
9	509 Baltimore Ave. Rosemont Family Apts.	1935	Residential-apts.	Craftsman bung., 2 1/2-story, hipped roof, full width porches, exposed rafters, also has cottage in rear
10	511 Baltimore Ave., Skyjack Apts.	1935	Residential-apts.	Craftsman bung., 2 1/2-story, side-gabled with shed-roof dormer, orig. windows and features
11	510 Baltimore Ave.	1935	Residential-priv.	Col. Rev., 2 1/2-story, side-gabled, front dormers with front gable, full porches, orig. features
12	405 Wilmington Lane	1935	Residential	Vern., 2 1/2-story house, side-gabled with added shed-roof dormer
13	104 4 th Street	1935	Residential-apts.	Col. Rev., 2 1/2-story on raised ground story, front-gabled dormers, enclosed front porch and attic addition, heavily altered
14	400 Philadelphia Ave. La Mexicana Restaurant	1930	Commercial, residential	Craftsman, 2-story with side-gabled roof. Orig. front-gabled house with entrance on 4 th . Also has 2-story side-gabled house on lot. Maybe orig. fronted alley behind St. Louis
15	401 Philadelphia Ave., Mitchell's Market and Grill	1950	Commercial-ret., residential	Craftsman bung., 2-story, hipped roof, exposed rafters, altered
16	405 Philadelphia Ave. (Entire Parrott Lagoon Property)	Various – ca. 1920-1980	Residential – condo.	16 separate buildings. 1- and 2-story cottages and houses, Vern. and Craftsman bung. styles
17	503 Philadelphia Ave.	1940	Residential-apts.	Craftsman bung., 2-story, hipped roof, exposed rafters, full-width porch
18	507 Philadelphia Ave.	1940	Residential-apts.	Vern. cottage, 2-story, front-gabled, several additions
19	509 Philadelphia Ave.	1920/ 1942	Residential-private	American Foursquare, 2 1/2-story, hipped-roof dormer, moved from first location
20	408 St. Louis Ave.	1940	Residential-private	Craftsman bung., 2-story, hipped roof, full-width porches, exposed rafters
21	502 St. Louis Ave.	Ca. 1920	Residential-condo.	Queen Anne, 2-story, front-gabled, formerly fronted alley behind St. Louis
22	504 St. Louis Ave.	Ca. 1920	Residential-condo.	Vern., 2-story, front-gabled
23	202 4 th Street	ca. 1935	Residential-apts.	Craftsman bung., 2-story, front-gabled, altered
24	206 4 th Street	1935	Residential-apts.	Vern. bung., 2-story, front-gabled, side additions, altered
25	208 4 th Street	1935	Residential- apts.	Vern. bung., 2 1/2-story, full-width porches, altered

Survey Number Keyed to Figure 2	Address or Name of Property	Construct. Date	Building type	Description
26	106 5 th Street	1940	Residential-apts.	Vern., 2-story, front-gabled rear bldg., heavily altered
27	108 5 th Street	1935	Hotel	Vern., 3-story, front-gabled and flat-roofed, additions
28	202 5 th Street	ca. 1935	Residential-apts.	Craftsman bung., 2-story, hipped roof, enclosed porch, altered
29	204 5 th Street	1940	Residential-private	Craftsman bung., 1½-story, front and side dormers with shed roofs, encased rafter tails
30	206 5 th Street	1955	Residential-private	Vern., side-gabled bung, 1-story, rear addition
31	208 5 th Street	1935	Residential-condo.	Craftsman bung., 2-story, hipped roof, exposed rafter tails
32	209 5 th Street	ca. 1940	Residential-private	Craftsman bung., 1-story, front-gabled, renovated porch
33	211 5 th Street	1940	Residential-apts.	Craftsman bung., 2-story, hipped roof, exposed rafter tails
34	205 6 th Street	1935	Residential-private	Craftsman bung., 1½-story, front-gabled, altered, encased rafter tails
35	207 6 th Street	1935	Residential-apts.	Craftsman style, 2-story, hipped roof, exposed rafters. Also has 2-story ca. 1900 building beside it
36	402 St. Louis Ave.	1940	Residential-condo.	Craftsman bung, 2-story, hipped roof, encased rafter tails

8. Significance

Narrative Discussion of History and Context

Following is a synthesis of historical material presented in the original MIHP form and additional information that relates to the survey district extension.

As discussed in the original MIHP form, the city first developed during the last half of the 19th century at the southern end of the island before growing northward. Following the 1933 hurricane and the creation of the inlet, the inlet was stabilized and made permanent by the construction of two new jetties. The commercial and sport fishing industries in Ocean City burgeoned as a result of the permanent inlet, bringing increasing numbers of seasonal and permanent residents to the city and helping to spur the development of the city northward. The 1920s and mid-1930s construction of residences along Baltimore Avenue and on the numbered streets in the survey district extension is evidence of the wave of development occurring at the time.

As with the original Ocean City Survey District, the eastern portion of the island within the survey district extension was more residential in nature, presumably because of its proximity to the ocean, and the western side was used more for transportation-related

facilities. Sanborn maps show evidence of this with residences lining Baltimore Avenue and indications of an extended railroad and parking garages along Philadelphia Avenue. By 1921, Baltimore Avenue had become a paved road, and, as a result, it was a desirable and fashionable avenue, with stately homes constructed in prevailing architectural styles of the day. A predominant style used on the homes in the extension was the Colonial Revival, a style trend occurring nationwide that was also present on the city's new hotel buildings (Touart 1994:201). One such home that is still standing is 510 Baltimore Avenue, constructed by members of the Showell family, a family instrumental in the development of Ocean City and the owners of the Oceanic Hotel, the Blue Lattice Tearoom, Showell's Bathhouse, and Showell's Theater (Corrdry 1991:42).

Transportation-related facilities on the western side of the island and indicated on the 1929 Sanborn map include the railroad along Philadelphia Avenue, with an extension to N. 4th Street. According to the map, the rest of Philadelphia Avenue north of that point was not opened to the public; the 1929 Sanborn map labels the avenue "not opened." The map also indicates that parking garage buildings were constructed at the northeastern and southeastern corners of Philadelphia Avenue and 4th Streets.

According to local residents, the houses in the survey district on 4th, 5th, and 6th Streets were constructed for seasonal use. Tax records state Bay Heights in some of the legal lot descriptions, and it is possible that this was the name of the company that purchased the land, subdivided the lots, and constructed the homes. The homes' occupants consisted largely of fisherman, farmers from the mainland, and families of members of the U.S. Coast Guard (formerly the Life Saving Station). Many of the fishermen worked in the fish pounds located just off of the island (Calloway 2009).

The US 50 bridge across the Sinapuxent Bay completed in 1942 changed the city's landscape in the original portion of Ocean City. Several of the residential dwellings located in the area of the bridge that would have otherwise been demolished were relocated to the survey district extension area and include 204 5th Street and 509 Philadelphia Avenue, according to local residents (Calloway 2009).

The opening of the Chesapeake Bay Bridge in 1952, which allowed better access from points inland, resulted in more year-round residential living in Ocean City. The neighborhood at 4th, 5th, and 6th Streets in the survey district expansion is evidence of this trend; according to local residents, the neighborhood increasingly became home to year-round residents approximately in the 1950s (Calloway 2009).

During the 1950s through 1970s, redevelopment was rapidly occurring throughout the city, and many older hotels and buildings, including those on the Boardwalk, were demolished and replaced with mid- to high-rise hotels and condominium buildings. The section of Boardwalk in the survey district extension was hard hit by the trend, and most of the older buildings were demolished by the 1970s. Of the three remaining buildings, two have been extensively renovated, including the Shoreham Hotel and The Kite Loft. The Shoreham, a hotel constructed by Josephine Hastings, who also built guest houses on Baltimore Avenue behind the hotel (no longer extant in the survey area), has been altered

and enlarged with numerous additions on the side, rear, and top, expanded front dormers, new siding throughout, and replaced windows. The Kite Loft was originally Eugenia's Guest House and has been converted into a retail store.

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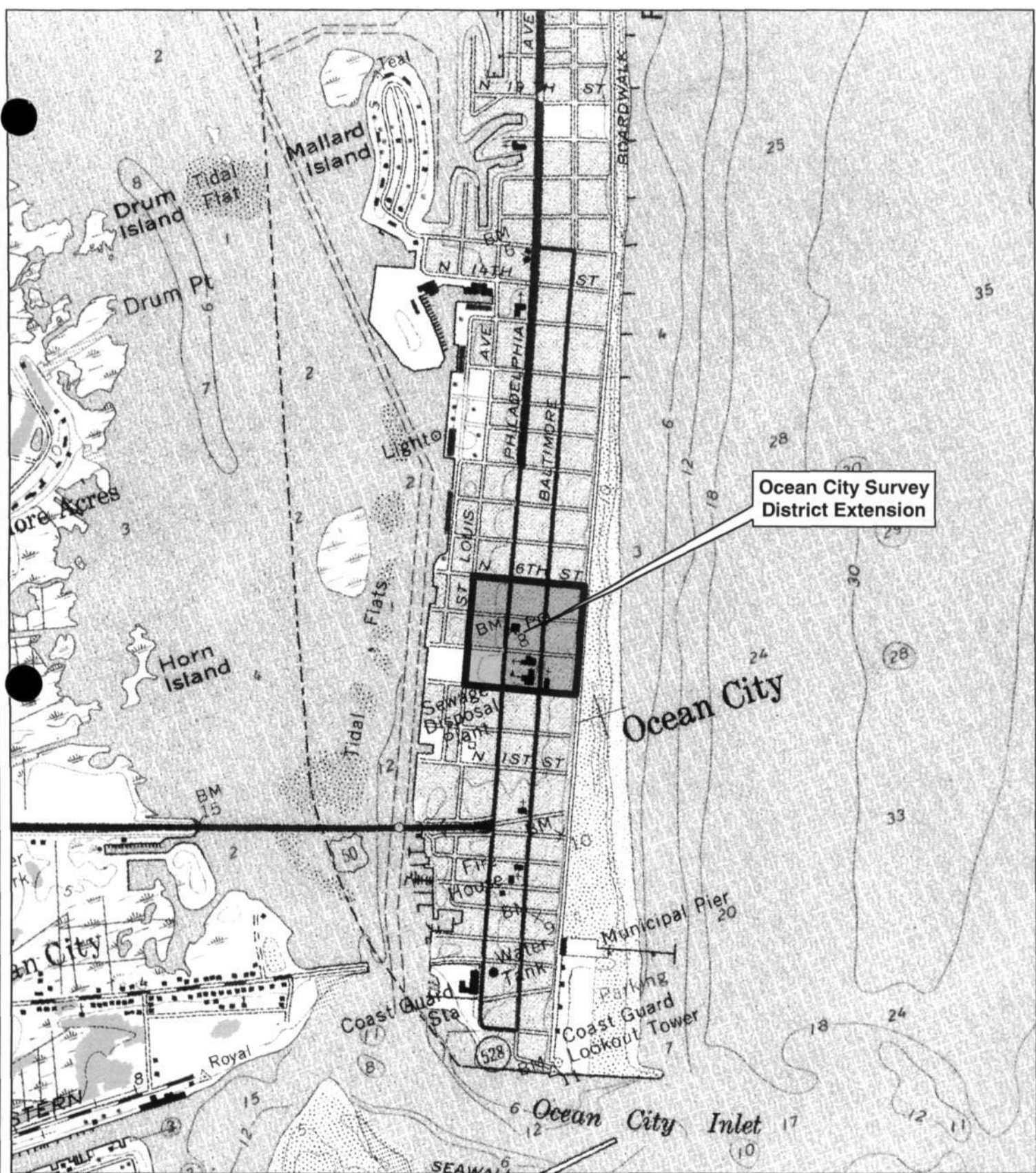


Figure 1
Ocean City Survey District Extension
(WO-412)

Bridge No. 2300700
 US 50 over Sinepuxent Bay
 Worcester County, MD

Source: Ocean City, MD
 USGS 7.5 Minute Quadrangle
 (1964)

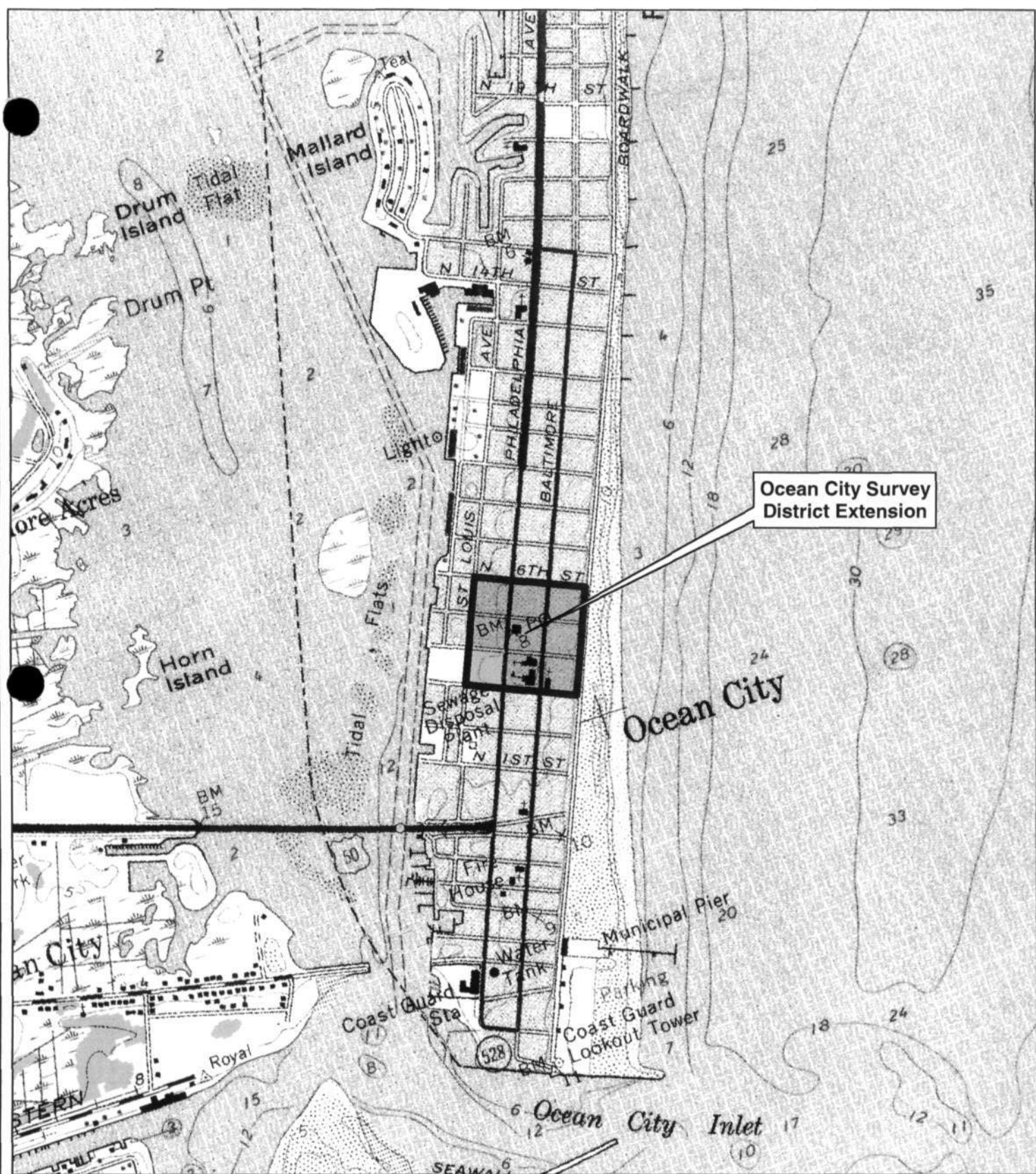


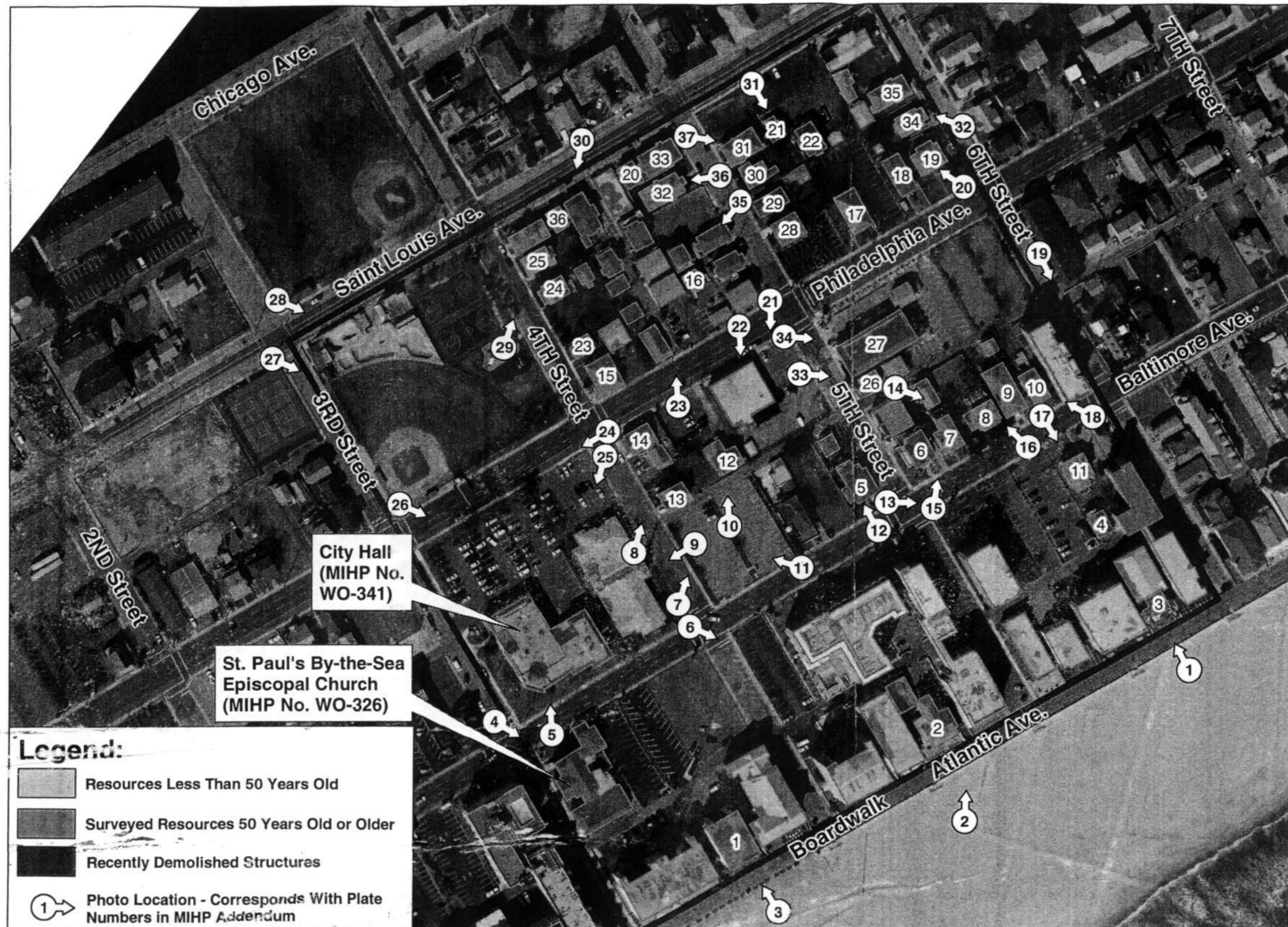
Figure 1
Ocean City Survey District Extension
(WO-412)

Bridge No. 2300700
 US 50 over Sinepuxent Bay
 Worcester County, MD

Source: Ocean City, MD
 USGS 7.5 Minute Quadrangle
 (1964)

0 300600
 Feet





Survey No.	Address or Name of Property
1	309 Atlantic Avenue, Shoreham Hotel
2	407 Atlantic Avenue, Hampton House
3	511 Atlantic Avenue, Kite Loft
4	511 Washington Lane
5	413 Baltimore Avenue
6	501 Baltimore Avenue, Atlantic House B&B
7	503 Baltimore Avenue
8	507 Baltimore Avenue
9	509 Baltimore Avenue, Rosemont Family Apts.
10	511 Baltimore Avenue, Skyjack Apts.
11	510 Baltimore Avenue
12	405 Wilmington Lane
13	104 4th Street
14	400 Philadelphia Avenue, La Mexicana Resturant
15	401 Philadelphia Avenue
16	405 Philadelphia Avenue (Entire Parrott Lagoon Property)
17	503 Philadelphia Avenue
18	507 Philadelphia Avenue
19	509 Philadelphia Avenue
20	408 St. Louis Avenue
21	502 St. Louis Avenue
22	504 St. Louis Avenue
23	202 4th Street
24	206 4th Street
25	208 4th Street
26	106 5th Street
27	108 5th Street
28	202 5th Street
29	204 5th Street
30	206 5th Street
31	208 5th Street
32	209 5th Street
33	211 5th Street
34	205 6th Street
35	207 6th Street
36	402 St. Louis Avenue

**Figure 2 – Resource Sketch Map
Resources 50 Years and Older
and Photo Location Map
Ocean City Survey District Extension (WO-412)**
US 50 over Sinepuxent Bay
Worcester County, MD

Source: Maryland State
Highway Administration



MHP WO-412

511 ATLANTIC AVENUE

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

JAMES SKOCIK

AUGUST 24, 2009

MD SHPO

EAST ELEVATION OF THE KITE LOFT, WITH BUILDINGS
OF NEWER CONSTRUCTION TO THE NORTH AND
SOUTH, FACING W

#1 OF 37



MIHP NO-412 407

HAMPTON HOUSE, ATLANTIC AVE.

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

JAMES SKOCIK

AUGUST 24, 2009

MD SHPO

EAST ELEVATION OF HAMPTON HOUSE HOTEL,
FACING WEST

2 OF 37



MIHP WO - 412

SHOREHAM HOTEL, 309 ATLANTIC AVENUE
OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO, MD

JAMES SKOCIK

AUGUST 24, 2009

MD SHPO

EAST ELEVATION OF SHOREHAM HOTEL,
FACING WEST

3 OF 37



MIHP WO-412

NORTHERN SIDE OF 3RD STREET

BETWEEN ATLANTIC AVE (BOARDWALK)
AND BALTIMORE AVE., SHOWING MODERN
HOTEL CONSTRUCTION AND HISTORIC PROPERTY,
ST. PAUL'S-BY-THE-SEA CHURCH,
OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

ALISON ROSS

JULY 01, 2009

MD SHPO

HISTORIC PROPERTY ADJACENT TO NEW CON-
STRUCTION, FACING E.

#4 of 37



MEHP WO-412

CITY HALL, CORNER OF BALTIMORE AVE. AND
3RD ST.

OCEAN CITY HISTORIC DISTRICT EXTENSION
WORCESTER CO., MD.

ALISON ROSS

AUG. 24, 2009

MD SHPO

EASTERN ELEVATION OF CITY HALL, FACING
NW.

5 OF 37



MIHP WO-412

EASTERN SIDE OF BALTIMORE AVENUE
BETWEEN 4th AND 5th STS., SHOWING
PARKING LOT AND RECENT CONSTRUCTION,
OCEAN CITY SURVEY DISTRICT EXTENSION,
WORCESTER CO, MD.

ALISON ROSS

07/01/09

MD SHPO

STREETSCAPE ON BALTIMORE AVE, FACING
NE

#6 of 37



MIHP WO-412

NORTHERN SIDE OF 4th ST., BETWEEN
BALTIMORE AND PHILADELPHIA AVENUES
SHOWING PAVED MUNICIPAL PARKING LOT

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

07/01/09

MIDSHPO

4th ST. STREETSCAPE SHOWING MUNICIPAL
PARKING LOT, FACING NE

#7 of 37



MIHP WO-412

104-108 4th ST. STREETSCAPE

OCEAN CITY SURVEY DISTRICT EXTENSION,
WORCESTER CO.

A. ROSS

07/01/09

MD SHPO

SOUTHERN (FRONT) ELEVATION SHOWING
ALTERATIONS TO BUILDING, FACING NW

#8 of 37



MILL W0-412

ATLANTIC UNITED METHODIST CHURCH.
SOUTHERN SIDE OF 4th ST. BETWEEN BALTIMORE
AND PHILA. AVES., SHOWING 1962 CHURCH

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO, MD

ALISON ROSS

07/01/09

MD SHPO

NORTHERN ELEVATION OF CHURCH,
FACING SOUTH

9 of 37



MIHP WO-412

405 WILMINGTON LANE

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO, MD.

ALISON ROSS

07/01/09

MD SHPO

EASTERN (SIDE) ELEVATION, FACING NW,
SHOWING ALTERED STRUCTURE

#10 of 37



MIHP WO-412

PARKING LOT ON WESTERN SIDE OF BALTI-
MORE AVE.

OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO, MD

JAMES SKOLIK

08/24/09

MD SHPO

PARKING LOT, FACING SOUTH WEST

11 OF 37



MIHP NO- 412

413 BALTIMORE AVE

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

LTAMES SKOCIK

08/24/09

MD SHPO

EASTERN ELEVATION, FACING WEST

#12 of 37



Comfort
INN

MIHP WO-412

EASTERN SIDE OF BALTIMORE AVE. BETWEEN
5th AND 6th STS., SHOWING PARKING LOT AND
RECENT CONSTRUCTION ON THE BOARDWALK
OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO, MD

ALISON ROSS

07/01/09

MD SHPD

STREETSCAPE ON BALTIMORE AVE, FACING NE
#13 of 37



MIHP WD-412

COTTAGE IN REAR OF 503 BALTIMORE AVE
OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO., MD.

JAMES SKOZIK

08/24/09

MD SHPO

SIX ELEVATION OF COTTAGE, FACING NE
#14 of 37



MEHP NO-412

501-503 BALTIMORE AVE.

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO, MD.

JAMES SKOCIK

08/24/09

MD SHPO

SOUTHERN + EASTERN ELEVATIONS OF
BLDGs.; FACING NORTHWEST

#15 of 37



MIHP NO-412

505-507, 509, 511 BALTIMORE AVE.
OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO., MD.

JAMES SKOCIK

08/24/09

MD SHPO

EASTERN ELEVATIONS OF BLDGS FACING
SOUTHWEST

#16 of 37



MEHP IVO-412

510 BALTIMORE AVE.

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

JAMES SKOCIK

08/24/09

MD SHPO

W ELEVATION OF BLDG, FACING EAST

#17 of 37



MEHP WD-412

511-513 BALTIMORE AVE.

OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO, MD.

JAMES SKOCIK

08/24/09

MD SHPO

E. ELEVATION OF HOUSE AND CONDO.
BLDG.

#18 of 37



MIHP WO-412

SOUTHERN SIDE OF SIXTH STREET
BETWEEN BOARDWALK (ATLANTIC AVE.)
AND PHILA AVENUE, SHOWING STREETSCAPE
OF MODERN HOTELS AND CONDOMINIUM
BLDGs. THAT HAVE REPLACED OLDER BLDGS.
OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO.

A. ROSS

07/01/09

#19 of 37

MD SHPO

STREETSCAPE OF MODERN CONSTRUCTION ON 6th
ST, FACING SW



MIHP WD-412

509 PHILADELPHIA AVE.

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO, MD

ALISON ROSS

07/01/09

MD SHPD

EASTERN (FRONT) FACADE OF HOUSE,
FACING WEST

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MIHP WD-412

U.S. POST OFFICE, PHILADELPHIA AVE.
OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO., MD.

JAMES SKOCIK

08/24/09

MD SHPO

WESTERN ELEVATION OF U.S. POST A LOT
OFFICE, FACING SOUTHEAST
+ ADJACENT PARKING

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MHP W0412

U.S. POST OFFICE, PHILADELPHIA AVE.,
OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO, MD.

JAMES SKOICK

08/24/09

MD SHPO

CLOSE-UP OF WESTERN ELEVATION OF
POST OFFICE, FACING SOUTHEAST

#22 of 37



MIHP WO-412

WESTERN SIDE OF PHILADELPHIA AVE.,
BETWEEN 4th AND 5th STS., SHOWING
(FROM LEFT) ^{1940 house at} 405 PHILA. AVE. AND OTHER
PARROTT BLDGS. (INCLUDES CA. 1920 THROUGH
CA. 1980S BLDGS).

OCEAN CITY SURVEY DISTRICT EXTENSION

NORCESTER CO, MD

ALISON ROSS

07/01/09

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MD SHPD

HISTORIC RESOURCE AND NEW CONSTRUCTION
OF PARROTT LAGOON, FACING NORTHWEST



MIHP WO-412

WESTERN SIDE OF PHILADELPHIA AVE.,
BETWEEN 3RD AND 4TH STREETS, SHOWING
MUNICIPAL PLAYGROUND

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

ALISON ROSS

07/01/07

MD SHPO

MUNICIPAL PLAYGROUND ON WESTERN SIDE OF
PHILA AVE, FACING SOUTHWEST

#24 of 37



MIHP WA 412

SOUTHERN SIDE OF 4th STREET BETWEEN
BALTIMORE AND PHILA. AVES., SHOWING
LARGE PARKING LOT

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

ALISON ROSS

07/01/09

MD SHPO

STREETSCAPE ON 4th ST., SHOWING PARKING
LOT, FACING SOUTHEAST

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MIHP VO-412

EASTERN SIDE OF PHILADELPHIA AVE.,
BETWEEN 3RD AND 4TH STS., SHOWING, FROM
RT, HISTORIC PROPERTY (CITY HALL), LARGE
PARKING LOT, AND MODERN BUILDING IN
BACKGROUND.

OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO., MD

ALISON ROSS

07/01/09

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MD SHPO

STREETSCAPE OF PHILA. AVE, FACING NE



MIHP WO-412

NORTHERN SIDE OF 3rd ST. BETWEEN
PHILA. AVE. AND ST. LOUIS AVE., SHOWING
MUNICIPAL FIELD AND ^{MODERN} CONCESSION AND
RESTROOM FACILITIES

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO, MD

ALISON ROSS

07/01/09

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MID SHPO

MUNICIPAL FIELD AND MODERN BUILDING,
FACING NORTHEAST



MIHP WO-412

EASTERN SIDE OF ST. LOUIS AVE., BETWEEN
3rd AND 4th STS., SHOWING RECENT CONSTRUCTION
OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

ALISON ROSS

07/04/09

MD SHPD

SIDE OF OCEAN BOWL SKATE PARK,
FACING NORTHEAST

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MIHP WO-412

204-208 5th STREET STREETScape
OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO MD

A. ROSS

07/01/09

MIDSHPO

WESTERN ELEVATIONS OF MULTIPLE-UNIT
DWELLINGS, FACING NW

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MIHP WO-412

400, 402, 404 ST. LOUISE AVE

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

JAMES SKOICK

08/24/09

MD SHPO

WESTERN ELEVATIONS OF BLDGS, FACING
SOUTHEAST

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MHP VO-412

502,504 ST. LOUIS AVE.

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD

JAMES SKOCIK

08/24/09

MD SHPO

WESTERN ELEVATIONS OF BLDEIS., FACING
NORTHEAST

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MIHP WO-412
203, 205 6th ST.

OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO., MD.

JAMES SKOCIK

08/24/09

MD SHPO

NORTHERN ELEVATIONS, FACING
SOUTH WEST

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MEHP WD-412

108, 106, 104 (from left) 5th ST.

Ocean City Survey District Extension
Worcester Co, MD.

JAMES SKOGIX

08/24/09

MD SHPO

SOUTHERN ELEVATION OF BLDGS, FACING
NORTHEAST

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MIHP WD-412

108 5th ST.

Ocean City Survey District Extension
Worcester Co., MD.

James Skocik

08/24/09

MD SHPO

SOUTHERN ELEVATION OF BLDGS. FACING
NORTHEAST

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MHP WD-412

BUILDING "P" OF PARROT LAGOON
PROPERTY

OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO., MD

JAMES SKOCIK

08/24/09

MD SHPO

NORTHERN ELEVATION OF BLDG., FACING
SOUTHEAST

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MHP- WO- 412

209 5th ST

OCEAN CITY SURVEY DISTRICT EXTENSION

WORCESTER CO., MD.

JAMES SKOCIK

08/24/09

MD SHPO

NORTHERN ELEVATION, FACING SOUTH

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MIHP 140-412

208 5th ST

OCEAN CITY SURVEY DISTRICT EXTENSION
WORCESTER CO, MD.

JAMES SKOCIK

08/24/09

MD SHPO

SOUTHERN ELEVATION, FACING NE

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